REGION 4 BACKCOUNTRY GUIDE

1ST EDITION

CURRENT AS OF 2-1-2012

Disclaimer

This Region 4 Backcountry Flying Guide is intended to provide useful VFR flight information for the USFS backcountry airstrips and airstrips used by Forest Service pilots.

The Intermountain Region (Region 4) and the US Forest Service assume no responsibility for incomplete or inaccurate information contained in this this backcountry flying guide.

Pilots are reminded that it is their responsibility to check FAA NOTAMS, the Aeronautical Information Manual (AIM), FAA flight service stations, and current airport conditions from the airport owner or manager before conducting any flight operations.

Category 4 sites include mountain/remote airstrips, off airport takeoff/landing sites, waterways, and helibases/helispots (incident or resource) not associated with Category 1, 2 or 3 locations. Category 3 may also meet the definition of Category 4 due to complexities associated with the site such as landing surface, airstrip length and width, approach/departure obstacles, etc. Approach and departure from Category 4 takeoff/landing locations require non-standard traffic patterns due to hazardous terrain and multiple obstacles. Category 4 takeoff/landing locations may be depicted by a magenta circle on FAA Sectional Aeronautical Chart and World Aeronautical Charts as USFS, Restricted, or Private Airstrips. Pilots may be required to obtain use authorization from the appropriate Administrating Agency.

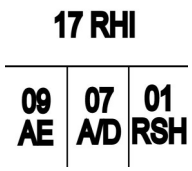
All USFS strips that are owned and maintained are Category IV airstrips

Category 4 Pilot Carding

Fixed-wing pilots must have a Category 4 airstrip endorsement on their Pilot Qualification Card and must meet specific agency currency requirements for remote/backcountry operations.

RELATIVE HAZARD INDEX

RHI - Relative Hazard Index
AE - Airport Environment
A/D - Approach / Departure
RSH - Runway Surface Hazards



The RHI is a relative composite number with which the current known physical hazards of airstrips can be compared. The purpose of the RHI number is to give the pilot as much information about the airstrip as possible. Short final is not the place to realize that you are in over your head.

As is true throughout aviation, the pilot has sole responsibility for his/her safety. The RHI is simply one of several tools which a pilot may use to factor in his go/no go decision.

RHI DERIVATION

The RHI is derived from three composite numbers: Airport Environment (AE), Approach/Departure Environment (A/D), and Runway Surface Hazards (RSH).

RHI WORKSHEET

Airport Name:_____

AIRPORT ENVIRONMENT (AE)

RUNWAY LENGTH - Choose one:

<1000’	5 _____
1000’ - 2000’	4 _____
2000’ - 3000’	3 _____
3000’ - 4000’	2 _____
4000’ - 5000’	1 _____

Subtotal _____

AIRPORT ELEVATION - Choose one:

>7000’	5 _____
6000’ - 7000’	4 _____
5000’ - 6000’	3 _____
4000’ - 5000’	2 _____
3000’ - 4000’	1 _____

Subtotal _____

MOUNTAIN PROXIMITY - Choose one:
(mountains defined in terrain exceeding 1000’ above rwy)

<1 mi.	5 _____
1 mi. - 3 mi.	3 _____
3 mi. - 5 mi.	1 _____

Subtotal: _____

AIRPORT ENVIRONMENT TOTAL (AE) _____

APPROACH/DEPARTURE ENVIRONMENT (A/D)

APPROACH - Choose all that apply:	
abrupt turn required on final	5 _____
non-standard pattern required	3 _____
airstrip not visible on 1/2 mile final	4 _____
>50' obstacle on final	4 _____
approach over water	3 _____
no go around from flare	3 _____
RWY selection dictated by terrain, not wind	2 _____
DEPARTURE - Choose all that apply:	
abrupt turn required on departure	5 _____
end of runway not visible	1 _____
departure over abrupt dropoff	2 _____
RWY selection dictated by terrain, not wind	2 _____
APPROACH/DEPARTURE SUBTOTAL (A/D)	_____

RUNWAY SURFACE HAZARDS (RSH)

(Choose all that apply)

no runway markings	2 _____
no windsock	2 _____
overgrown grass	1 _____
loose gravel	1 _____
soft sand	2 _____
mud	2 _____
deep erosion/water on runway	2 _____
deterioration due to rodents or large animals	1 _____
dog leg	1 _____
bumps (1 pt. for each bump)	1 _____
dips (1 pt. for each dip)	1 _____
adverse gradient (uphill for takeoff, downhill landing)	2 _____
other	1 _____
RUNWAY SURFACE HAZARDS (RSH) TOTAL	_____
RHI = AE + A/D + RSH = TOTAL OF * NUMBERS	_____

SURVIVAL

KEY SURVIVAL ACTIONS

- Make sure your ELT is on and working.
- Evaluate your location dangers: fire, sliding, rock fall, avalanche, terrain, weather, etc.
- Stay near the aircraft if at all possible for warmth, shelter and signaling materials. Your aircraft can fulfill most of your basic needs if you improvise. Think basic: shelter (cover), warmth (fabric), tools (metal), maps, newspaper, engine cover and plastic tarps all make excellent emergency bedding.
- Wings, rudders, etc., all may be used to make a shelter. Keep this shelter as small as possible to lessen the area your body must heat. Insulate shelters with branches, bark, tarps, maps, etc. Use anything to keep the rain from getting inside your shelter. Body heat loss is energy loss.
- Signal for help. Do not neglect your aircraft radio. It may still be operational. Turn on squelch and volume and key the mike. If your radio works, listen on a local or ATC frequency. When you hear radio traffic, transmit "Mayday--Mayday". If both your ELT and radio are working, you will hear the ELT signal when listening on 121.5. It may be necessary to turn the ELT off when transmitting or listening on 121.5. **Don't forget to turn the ELT back on**! If you do not hear any transmissions, transmit in the blind on this frequency. Limit your transmissions to about one every fifteen minutes. Transmitting places considerably more drain on the battery than receiving.
- Aircraft should be made visible from the air if possible. Clear brush, cut trees, etc., and be prepared to make signals (mirror, smoke, flares, colored items, etc.) as aircraft approach your area. Keep a signal mirror handy if the sun is shining.
- Use anything available that is in contrast to the color of your surroundings to create a mark (SOS, X, ⇦) that will be visible from the air.
- Build a fire for both warmth and signaling, if possible. Don't forget that the aircraft gasoline is a valuable resource in starting a fire when only wet wood is available. Caution must be used when using gasoline. Soak or pour gasoline on the wood but be sure the

container is out of reach when lighting. When collecting firewood gather enough to keep the fire going for an extended period of time. Keep the fire burning at all times.

- In cold weather, insulation and upholstery from the aircraft, make excellent material for boot covers, sleeping bags, mittens, hats and ground insulation. Sew them together with salvaged aircraft wire or use tape. Put plastic side out for better protection.
- If water is not readily available melt snow or ice in improvised pot, or collect dew either from aircraft surfaces or by placing a sheet of plastic flat on the ground. If it is raining, place plastic sheet in ground depression to collect water.

SURVIVAL KIT

- Survival Compass (learn how to use it)
- Tool kit (small, light weight)
- First aid kit
- Food (non-perishable, light weight)
- Water (consider terrain along route when determining how much)
- Water purification tablets or filters
- Disposable space blankets
- Saw (folding or rope)
- Matches (waterproof) & fire starter
- Signaling devices--(flares, mirror, strobe light)
- Knife
- 50' 1/8" nylon rope
- Garbage bags
- Fish hooks, sinkers and line
- Can opener, steel cup
- Seasonal clothing
- Sleeping bag
- Seal smaller items in a container suitable to heat & store water, such as a 1-gallon coffee can.
- Survival manual.

MOUNTAIN FLYING TIPS

Prior to flying into the backcountry, consider the following:

GENERAL

- Do not consider flying the mountain country until you are proficient in slow flight. **Instruction from an experienced mountain flying instructor is strongly recommended.**
- Before flying into mountainous areas, practice short field landings, power-on, upwind, downwind and crosswind. Be sure you can land within a fifty foot spot every time.
- Know your aircraft. Most airports in the Idaho mountains are sub-standard in length and width and have an associated high density altitude. It takes considerable experience to handle an aircraft in the mountain environment.
- Keep your aircraft weight as light as possible.
- Know your destination and alternate airports. Consult with experienced mountain pilots for specifics such as altitude, length, conditions and approach and departure procedures for your intended airport. At many of the airports a go-around is not possible once you have committed to land.
- Check the weather frequently and stay out of marginal or bad weather. Mountain weather changes rapidly and unexpectedly.
- Plan your flight to arrive in the early morning hours. As a rule, the air begins to deteriorate around 10:00 a.m., grows steadily worse until about 4:00 p.m., and then gradually improves until dark.
- Stay out of the mountains if the wind is over 25 knots.
- Route your trip over valleys whenever possible and study your charts thoroughly. Watch your compass heading to avoid getting lost.
- Know your position and announce frequently on 122.9 mhz to let other pilots in the area know your position and your intentions. Example: "9438M over Warm Lake at 9500 for Johnson Creek."
- Fly to the right side of the canyon if possible.
- Turn on your landing lights during arrival and departure.

- Maintain a minimum of 2000' AGL while flying over the backcountry. Remember others are in the mountains to enjoy a wilderness experience.
- Approach all ridges at an angle so that you can turn away if you encounter a downdraft. After crossing the ridge, head directly away from it.
- Expect the wind to be changing constantly in the mountains. Do not rely on the cloud shadows for wind direction. If you are unable to gain altitude on one side of the canyon, try the other side. If there is no improvement there, fly the center. <u>But do not, under any circumstance, fly up a canyon or valley without sufficient altitude and room to turn around.</u> The grade of the canyon may climb faster than your aircraft.
- Maintain flying speed in downdrafts.
- Remember you will not have a horizon to check your aircraft attitude during descent in the mountains. Watch your airspeed and cross-check your instruments.
- Caution: traffic pattern terrain clearance is not standard at many mountain airports.
- Remember that mountain airports are subject to ongoing damage by weather, livestock, wild animals, and aircraft operations. Most of them are unfenced and wild animals and livestock may be on runways.

- Above all, FLY THE AIRCRAFT EVERY SECOND, DO NOT LET IT FLY YOU.

Under ordinary circumstances you can expect the wind to be blowing upstream in the late morning and afternoon as the air heats up, and downstream in the evening as it cools. The wind is affected by the topography. With a little analysis you can tell where the updrafts and downdrafts are likely to be. As a general rule, air follows the contour of the land. Use the updrafts to help you gain altitude.

Be sure to leave your itinerary and emergency contact phone numbers with someone. Instruct them to act IMMEDIATELY in the event you have not made contact by the identified time.

Always remember you are flying in a sparsely populated area. If you have an accident, it may be a long time before anyone knows about it. You may be landing on airports where there is no one to help you in case of trouble and it can be a long walk out. Do not take chances. Equip yourself with proper clothing and at least minimum survival equipment on any flight into mountainous areas.

Make sure your ELT and Personal Locator Beacon are in good working condition.

LANDINGS

Safety of flight dictates that each pilot transmit in-the-blind on the appropriate frequency whenever approaching or departing a non-unicom equipped airport to advise other aircraft of your location and intentions.

You cannot maintain visual contact with the runway at many of the backcountry airports during the approach. This situation will make it mandatory that you know the location and intentions of all other airport traffic. These airports receive considerable use when forest fires or similar emergency conditions exist. Make periodic position reports on 122.9 while flying over the backcountry, giving your location, altitude and destination. This will keep other pilots advised of your intentions and will greatly aid in any rescue effort that may be necessary.

- Terrain, runway gradient, and wind direction usually dictates landing direction. However there are exceptions. Consult the airport directory for the preferred runway for landing. Maintain the recommended approach speed with power (see pilot's operating handbook). Retract the flaps immediately after contact to permit the aircraft weight to settle on the gear to increase braking effec-
- If you find turbulent air when you descend into the canyons, return home. Turbulent air has no respect for you, regardless of your experience or ability.
- After landing, park your aircraft well clear of the useable runway surface.
- Check the ELT on 121.5 Mhz before leaving aircraft.
- Few backcountry airstrips have telephone or cellular phone ser-

vice. Pilots must have other means such as satellite service to close or open flight plans.

TAKEOFFS

- Temperature increases density altitude (that altitude the aircraft thinks it is at) so a 5000' airport elevation can be well above 8000' density altitude on a hot day. You should compute your takeoff roll using your pilots operating handbook or other published guidelines. Also, compute your rate-of-climb to ensure you can achieve and maintain terrain clearance. If in doubt, do not take off.
- Use common sense on takeoffs. If the air is turbulent, weather is marginal, or you have a tailwind, wait until conditions improve. Remember: most of these airports are not long enough to abort a takeoff attempt once airborne. Let the aircraft use as much runway as it needs, then it will be flying when it leaves the ground. Do not force the aircraft off the ground, be sure you gain adequate flying speed.
- You can shorten the takeoff distance by making your turn at the end of the runway at a good, fast taxi speed, open the throttle as the aircraft swings around to line up with the runway. Practice the maneuver with an instructor on a standard airport.

COMMON COURTESY

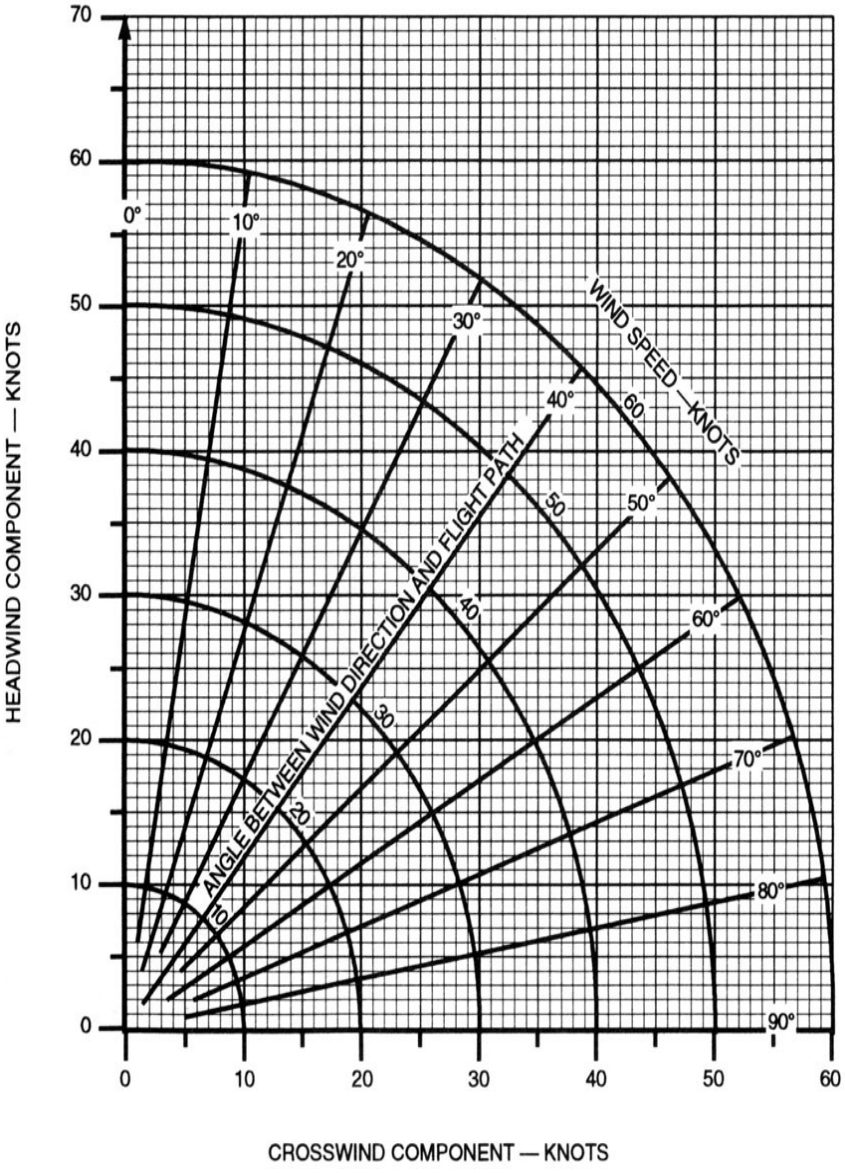
Wilderness areas and airstrips are particularly sensitive to human impact. The wilderness airports are intended to serve as access portals for wilderness-dependent activities such as hunting, fishing, rafting, backpacking, etc.

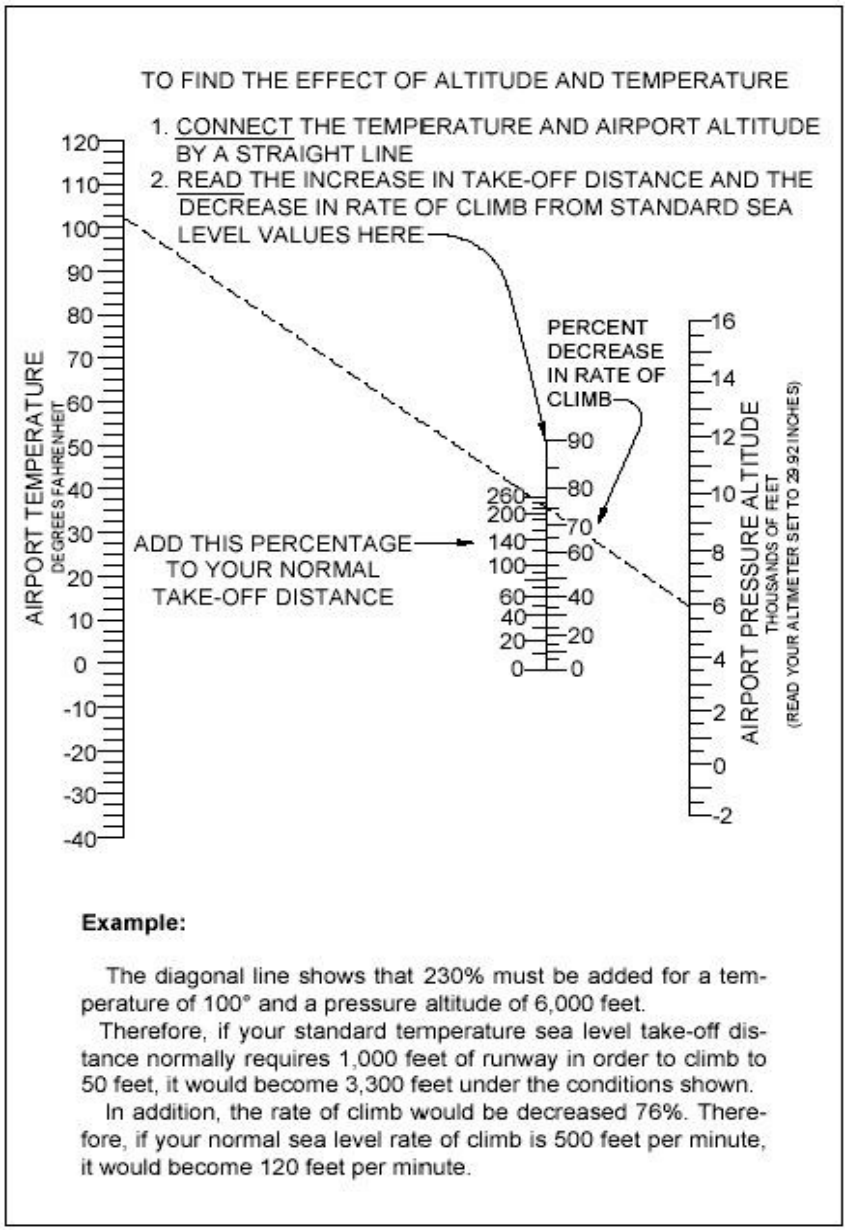
- **Be considerate of other users**
- **No noisy activities**
- **Minimize practice landings and takeoffs**
- **If you fly it in, fly it out**

Remember: everyone likes a good neighbor!

CAUTION: Snowmobiles may be using backcountry airports during winter months.

WIND COMPONENT





Example:

The diagonal line shows that 230% must be added for a temperature of 100° and a pressure altitude of 6,000 feet.

Therefore, if your standard temperature sea level take-off distance normally requires 1,000 feet of runway in order to climb to 50 feet, it would become 3,300 feet under the conditions shown.

In addition, the rate of climb would be decreased 76%. Therefore, if your normal sea level rate of climb is 500 feet per minute, it would become 120 feet per minute.

Form Approved: OMB No. 2120-0026

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FLIGHT PLAN

(FAA USE ONLY) ☐ PILOT BRIEFING ☐ VNR ☐ STOPOVER

TIME STARTED

SPECIALIST INITIALS

1. TYPE	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE / SPECIAL EQUIPMENT	4. TRUE AIRSPEED	5. DEPARTURE POINT	6. DEPARTURE TIME		7. CRUISING ALTITUDE
					PROPOSED (Z)	ACTUAL (Z)	
☐ VFR			KTS				
☐ IFR							
☐ DVFR							

8. ROUTE OF FLIGHT

9. DESTINATION (Name of airport and city)	10. EST. TIME ENROUTE		11. REMARKS
	HOURS	MINUTES	

12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)	14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE	15. NUMBER ABOARD
HOURS	MINUTES			
			17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)	

16. COLOR OF AIRCRAFT

CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed $1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.

FAA Form 7233-1 (8-82)
Electronic Version (Adobe)

CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

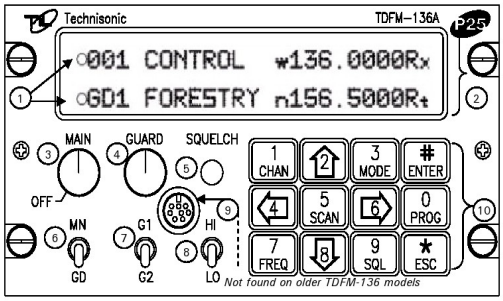
THIS CHART FOR PLANNING ONLY, IT IS NOT LIMITING

DHC-6 Rate of Climb - One Engine Inop.
Flaps = 10°. Intake Deflectors = Up. Prop = 96%. Torque = Max Cont.

Maximum weight allowable to achieve a 200'/Nm 2nd segment climb (= 264 fpm VVI @ 80 KTAS)								
Temperature		Pressure Altitude						
°F	C°	2000	3000	4000	5000	6000	7000	8000
68	20		12,500	12,400	11,900	11,700	11,100	10,700
71.6	22		12,500	12,300	12,000	11,500	11,000	10,600
75.2	24		12,500	12,100	11,700	11,400	10,900	10,500
78.8	26		12,500	12,000	11,500	11,200	10,700	10,300
82.4	28	12,500	12,400	11,900	11,400	11,000	10,600	10,200
86	30	12,500	12,300	11,800	11,200	10,800	10,300	10,000
89.6	32	12,500	12,000	11,500	11,000	10,600	10,200	9,800
93.2	34	12,300	11,800	11,300	10,900	10,600	10,000	9,600
96.8	36	11,900	11,500	11,200	10,700	10,400	9,900	
100.4	38	11,700	11,200	11,000	10,600	10,100	***(Not Charted)***	
104	40	11,500	11,100	10,900	10,500			

Maximum weight allowable to hold level flight (= 0 fpm VVI @ 80 KTAS)								
Temperature		Pressure Altitude						
°F	C°	2000	3000	4000	5000	6000	7000	8000
68	20							
71.6	22							
75.2	24							
78.8	26							
82.4	28			***(MTOGW)***				
86	30							12,500
89.6	32							12,100
93.2	34						12,500	11,800
96.8	36						12,200	
100.4	38					12,500	***(Not Charted)***	
104	40				12,500			

For Radio Firmware: 2.x.x



1. SQUELCH INDICATORS (LED) – Lights when signal received (Top: Main, Bottom: Guard).
2. CHANNEL DISPLAY (2 Line x 24 char) – Shows channel parameters (Top: Main, Bottom: Guard).
3. MAIN (Rotary + Switch) – Power ON/OFF and Main channel volume control.
4. GUARD (Rotary) – Guard channel volume control.
5. SQUELCH DEFEAT (Push button) – Press to open squelch (in analog modes of operation).
6. MN/GD (Toggle Switch) – Selects active channel (Main or Guard) for transmit and edit functions.
7. G1/G1 (Toggle Switch) – Selects active Guard memory (G1 or G2) for transmit and edit functions.
8. HI/LO (Toggle Switch) – Selects Transmit Power: High (10w) or Low (1w).
9. KEYLOADER - PTT keying is provided via the back connector, and is part of a correctly installed system.
10. KEYPAD (12 Keys) – Control radio functions, 3 command levels as follows:

Command/Operator Level 1: Press the 'Cmd' key ...				
Cmd	**Function**	**Edit Keys**	**OK**	**Exit**
1 CHAN	SELECT MEMORY	0 PROG TO 9 SQL ENTER CHANNEL MEMORY (001 to 230)	# ENTER	* ESC
2	DISPLAY BRIGHTER			
3 MODE	EDIT OPERATING MODE	3 MODE 2 8 STEP UP/DOWN THROUGH OPERATING MODES	# ENTER	* ESC
4	SCROLL MEMORY DOWN	SCROLL DOWN THROUGH THE PROGRAMMED MEMORY POSITIONS		
5 SCAN	SCAN ON/OFF	5 SCAN OR * ESC STOP SCAN		
6	SCROLL MEMORY UP	SCROLL UP THROUGH THE PROGRAMMED MEMORY POSITIONS		
7 FREQ	EDIT FREQUENCY	0 PROG TO 9 SQL SELECT FREQUENCY THEN # ENTER Tx FOLLOWS Rx.	# ENTER	* ESC
8	DISPLAY DIMMER			
9 SQL	EDIT SQUELCH MODE	9 SQL 2 8 STEP UP/DOWN THROUGH SQUELCH MODES. Tx FOLLOWS Rx.	# ENTER	* ESC
	EDIT SQUELCH VALUE	2 8 STEP UP/ DOWN THROUGH: TONES, CODES, TG & NAC HEX 0 PROG TO 9 SQL DECIMAL EDIT FOR NOISE SQL VALUE (00 TO 15)	# ENTER	* ESC
0 PROG	GO TO NEXT LEVEL	GO TO THE NEXT HIGHER COMMAND LEVEL		
# ENTER	n/u			
* ESC	n/u			

Command/Operator Level 2: Press 0 PROG + the 'Cmnd' key ...				
Cmnd	**Function**	**Edit Keys**	**OK**	**Exit**
1 CHAN	CREATE/EDIT CHANNEL	0 PROG TO 9 SQL SELECT CHANNEL MEMORY TO EDIT THEN EDIT: SCAN LIST (L2-5), TEXT DESCRIPTION (L2-6) OPERATING MODE (L1-3), FREQUENCY (L1-7), & SQUELCH (L1-9)	# ENTER	* ESC
2	COPY GUARD TO MAIN	COPY CHANNEL PARAMETERS FROM GUARD TO MAIN (default disabled)		
3 MODE	LOCK KEYPAD	* ESC UNLOCK KEYPAD		
4	n/u			
5 SCAN	EDIT SCAN LISTS	5 SCAN 2 8 STEP UP/DOWN THROUGH AVAILABLE SCAN LISTS 0 PROG TOGGLE ENABLE/DISABLE FOR SCAN (BAR OVER DIGIT = DISABLED)	# ENTER	* ESC
6	EDIT TEXT DESCRIPTION	3 MODE STEP THROUGH CHARACTER GROUPS (A, a, 0, BLANK) 2 8 STEP/SCROLL UP/DN THROUGH CHARACTERS IN SELECTED GROUP 4 6 MOVE CURSOR FORWARD/BACKWARD	# ENTER	* ESC
7 FREQ	CREATE SHADOW	0 PROG TO 9 SQL SELECT CHANNEL MEMORY TO EDIT THEN EDIT: TEXT (L2-6), MODE (L1-4), SQUELCH (L1-9)	# ENTER	* ESC
8	COPY MAIN TO GUARD	COPY CHANNEL PARAMETERS FROM MAIN TO GUARD (default disabled)		
9 SQL	SET UNIT ID	0 PROG TO 9 SQL UNIT ID VALUE FROM: 0 TO 9999999	# ENTER	* ESC
0 PROG	GO TO NEXT LEVEL	GO TO THE NEXT HIGHER COMMAND LEVEL		
# ENTER	n/u			
* ESC	GO TO PREVIOUS LEVEL	GO TO THE PREVIOUS COMMAND LEVEL		

Command/Operator Level 3: Press 0 PROG + 0 PROG 'Cmnd' key ...				
Cmnd	**Function**	**Edit Keys**	**OK**	**Exit**
1 CHAN	SET BOOT CHANNEL	1 CHAN 2 8 STEP UP/DOWN THROUGH BOOT MEMORY OPTIONS	# ENTER	* ESC
2	n/u			
3 MODE	SET NUMERIC EDIT MODE	3 MODE 2 8 TOGGLE HEX/DECIMAL EDIT MODE (FOR T.G & NAC)	# ENTER	* ESC
4	DISPLAY FIRMWARE REV.	4 2 8 TOGGLE MAIN/BOOT FIRMWARE RELEASE INFORMATION	# ENTER	* ESC
5 SCAN	SET SCAN PARAMETERS	5 SCAN 2 8 SELECT REVERT MODE THEN 0 PROG TO 9 SQL SET TIMERS (REPLY, MONITOR, DELAY)	# ENTER	* ESC
6	SET PTT TIMER	6 2 8 STEP UP/DOWN THROUGH TIMER VALUES (30, 60, 90 SEC)	# ENTER	* ESC
7 FREQ	SET SIDETONE AUDIO	0 PROG TO 9 SQL SET SIDETONE LEVEL (00 TO 85)	# ENTER	* ESC
8	PC COMMUNICATION	MUST BE CONNECTED TO A PC RUNNING TDP-136 SOFTWARE		* ESC
9 SQL	SHOW SQUELCH VALUES	9 SQL 2 8 TOGGLE Rx/Tx SQUELCH PARAMETER DISPLAY	# ENTER	* ESC
0 PROG	n/u			
# ENTER	n/u			
* ESC	GO TO PREVIOUS LEVEL	GO TO THE PREVIOUS COMMAND LEVEL		

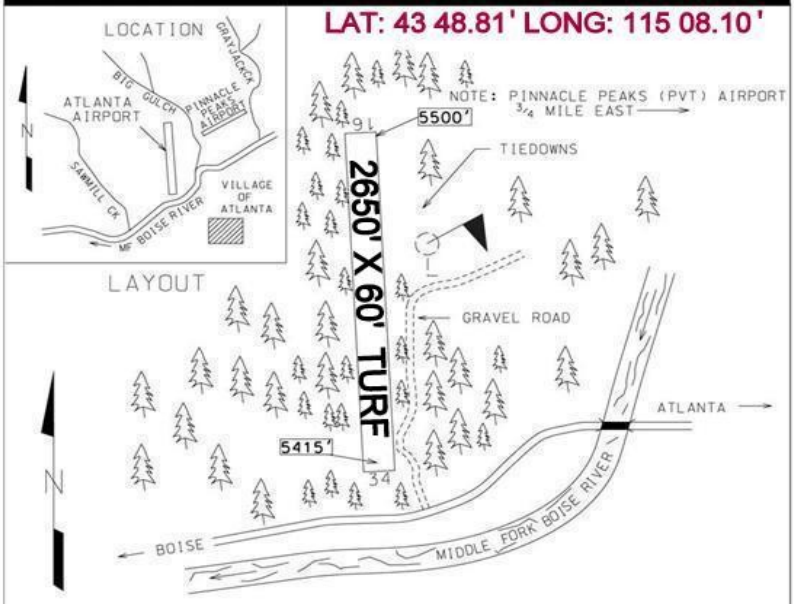
NOTES:

- The channel being edited is determined by the position of the front panel switches MN/GD and G1/G2.
- Current command level is shown at 4th character on bottom row.
- Levels 2&3 are time limited, the unit will return to level 1 if no activity in 5 seconds.


ATLANTA 55H
19 RHI
11 AE
07 A/D
01 RSH
16
34
RWY: 16/34
LENGTH: 2650' X 60'
ELEVATION: 5500'

ATLANTA — ATLANTA — 55H

LAT: 43 48.81' LONG: 115 08.10'



ELEVATION: 5500'

CTAF 122.9

LOCATION: 1 MI NW OF ATLANTA

VOR	FREQ	RAD	NM
BOI	113.3	053	47.5

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO
TIEDOWNS: NO

MANAGER: 208-334-8775
STATE OPERATED

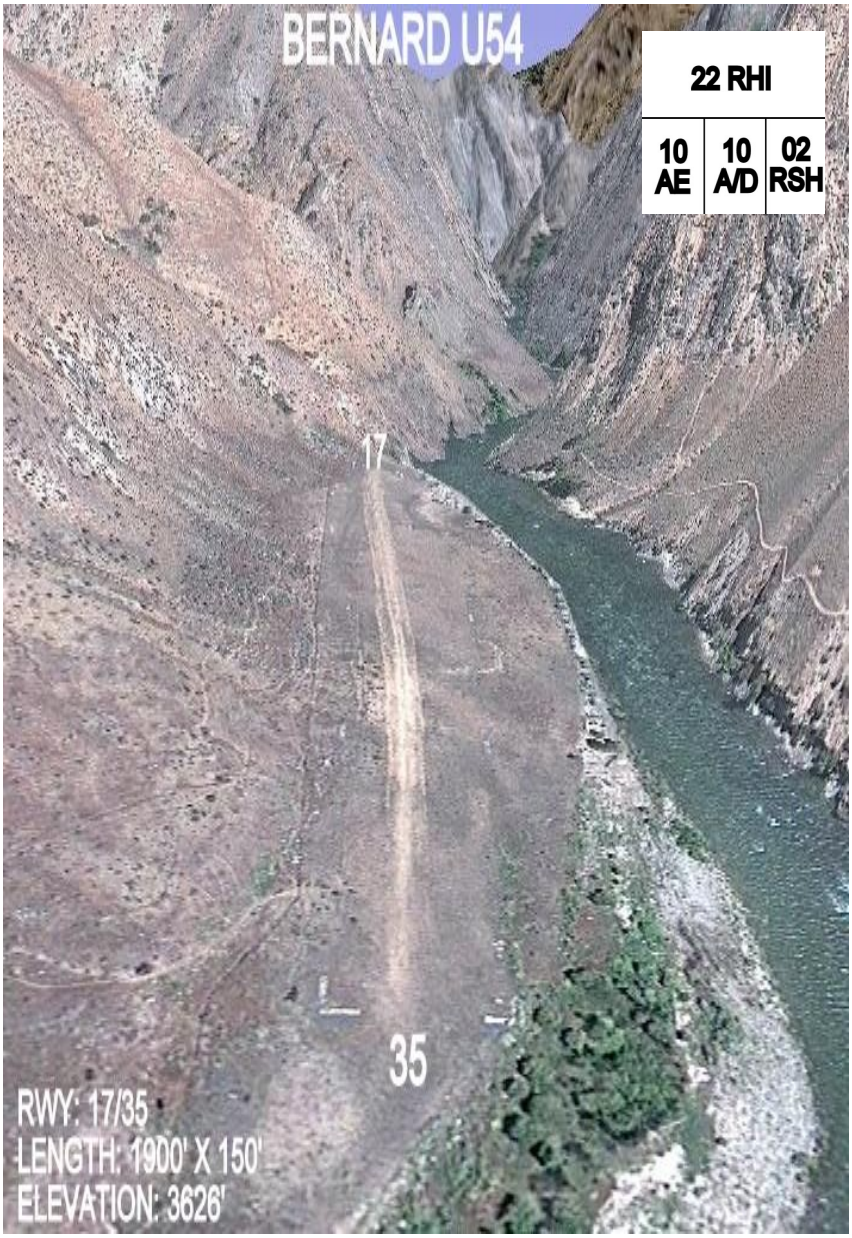
FOREST: BOISE NATIONAL FOREST

(1) REPEATER: SWANHOLM (37)
RX FREQ: 172.200
TX FREQ: 165.4125 (131.8)

(2) REPEATER: TRINITY (43)
RX FREQ: 172.200
TX FREQ: 165.4125 (179.9)

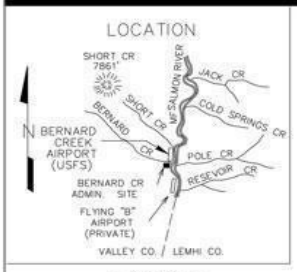
REMARKS: LAND RUNWAY 34. TAKEOFF RUNWAY 16. LANDING OR TAKEOFF WITH UNFAVORABLE WINDS NOT RECOMMENDED. CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDE. GO-AROUNDS FROM FINAL NOT POSSIBLE DUE TO HIGH TERRAIN. STEEP ENCLOSING TERRAIN. RECOMMEND USE ONLY BY MOUNTAIN PROFICIENT PILOTS. NO WINTER MAINTENANCE. DEPART WITH A RIGHT TURNOUT DOWN THE BOISE RIVER. CAUTION: DUE TO CLOSE PROXIMITY OF GREENE AIRPORT MONITOR-ANNOUNCE INTENTIONS ON 122.9

ATLANTA — ATLANTA — 55H

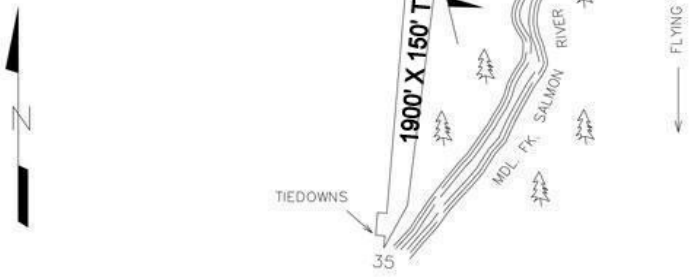

BERNARD U54
22 RHI
10 AE
10 A/D
02 RSH
17
35
RWY: 17/35
LENGTH: 1900' X 150'
ELEVATION: 3626'

BERNARD USFS U54

LAT: 44 58.78' LONG: 114 44.09'



LAYOUT



ELEVATION: 3626'

CTAF 122.9

LOCATION: 1 MI NW OF RANGER STATION

VOR	FREQ	RAD	NM
LKT	113.5	249	28.0

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO
TIEDOWNS: YES

FOREST: SALMON NATIONAL FOREST

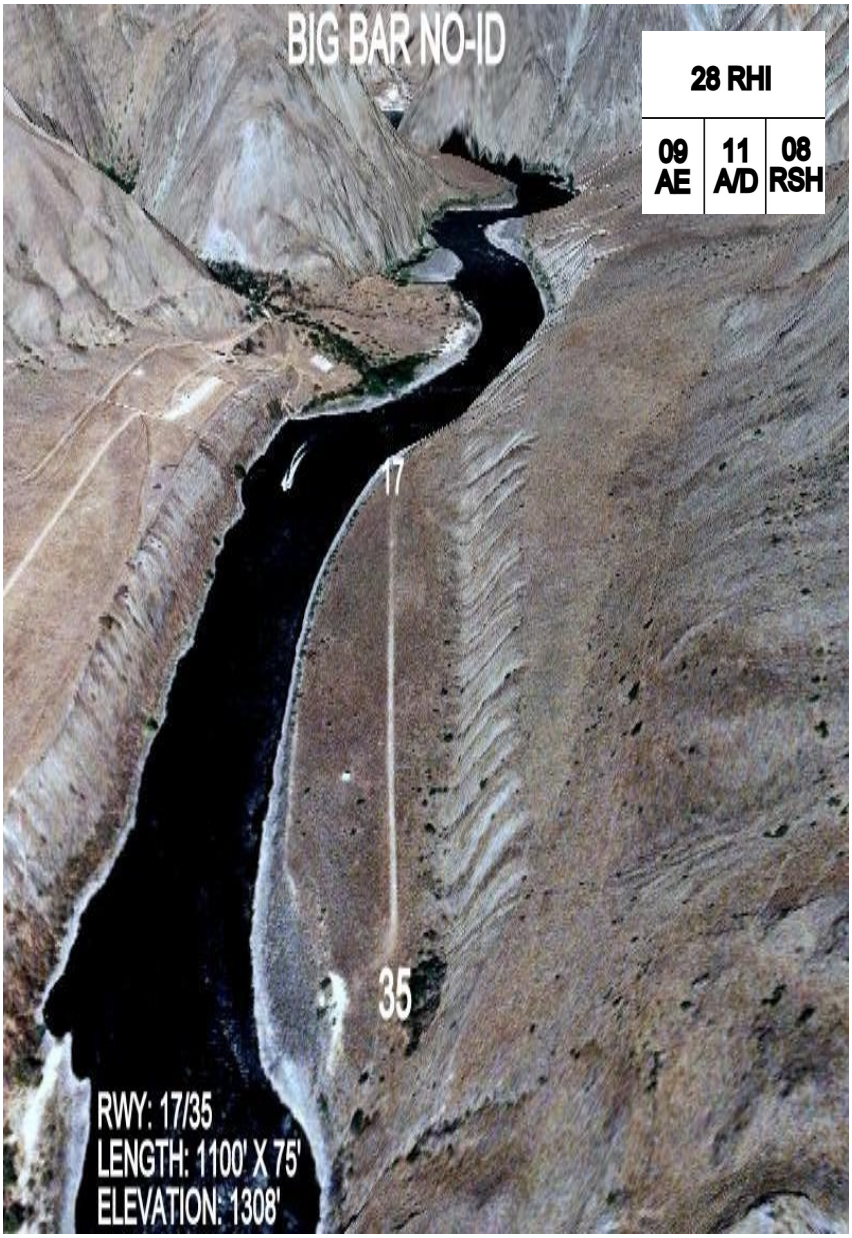
(1) REPEATER: PINYON PEAK (50)
RX FREQ: 169.8750
TX FREQ: 164.1250 (156.7)

(2) REPEATER: MIDDLE FORK PEAK (54)
RX FREQ: 172.2750
TX FREQ: 164.5000 (110.9)

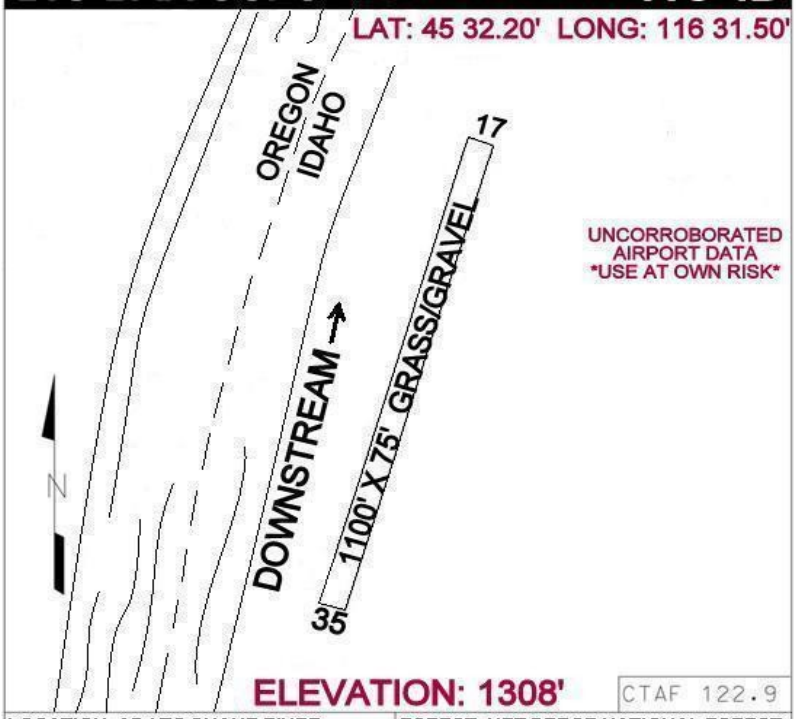
MANAGER: 208-756-2215
SALMON NATIONAL FOREST

REMARKS: LAND RWY 35, DEPART RWY 17. GO AROUNDS NOT RECOMMENDED DUE TO STEEP RISING TERRAIN NORTH OF RUNWAY. NO WINTER MAINTENANCE. NOTE: RUNWAY SURFACE IS VERY ROUGH. THE APPROACH TO RWY 35 IS DIRECTLY OVER THE FLYING B AIRFIELD. FLYING B IS LOCATED 1/2 MILE UPSTREAM.

BERNARD USFS U54


BIG BAR NO-ID
28 RHI
09 AE
11 A/D
08 RSH
17
35
RWY: 17/35
LENGTH: 1100' X 75'
ELEVATION: 1308'

BIG BAR USFS — NO-ID



LOCATION: ADJ TO SNAKE RIVER

VOR	FREQ	RAD	NM
DNJ	116.2	325	48.1

NAV AIDS:	NO
LIGHTS:	NO
ATTENDED:	NO
FUEL:	NO
FBO:	NO
TIEDOWNS:	NO

FOREST: NEZ PERCE NATIONAL FOREST

(1) REPEATER: SOMERS (78)
RX FREQ: 166.000
TX FREQ: 164.025 (167.9)

(2) REPEATER: LOOKOUT (74)
RX FREQ: 166.000
TX FREQ: 164.025 (156.7)

INFO: 509-758-0616
HELLS CANYON NRA

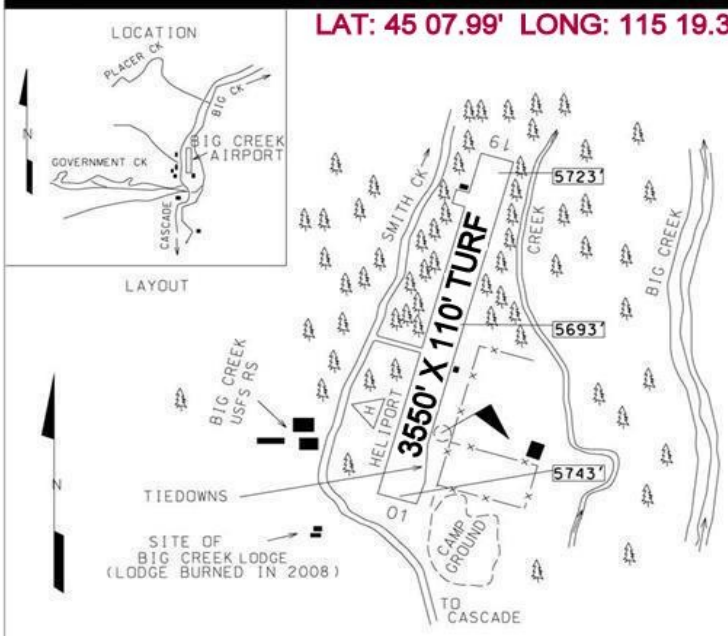
AIRPORT CAUTION *USE AT YOUR OWN RISK*
THIS STRIP IS SUITABLE FOR SUPER CUB, 180, AND 206 TYPE AIRCRAFT. AIRPORT LOCATED IN NARROW RIVER CANYON SUBJECT TO LOCAL TURBULENCE AND VERY HIGH SUMMER TEMPERATURES. NOT RECOMMENDED FOR INEXPERIENCED PILOTS. NO WINTER MAINTENANCE.

BIG BAR USFS — NO-ID


BIG CREEK U60
14 RHI
08 AE
05 A/D
01 RSH
1
19
RWY: 1/19
LENGTH: 3550' X 110'
ELEVATION: 5743'

BIG CREEK U60

LAT: 45 07.99' LONG: 115 19.31'



ELEVATION: 5743'

CTAF 122.9

LOCATION: BIG CREEK RANGER STATION

VOR	FREQ	RAD	NM
DNJ	116.2	040	43.5

NAV AIDS:	NO
LIGHTS:	NO
ATTENDED:	NO
FUEL:	NO
FBO:	NO
TIEDDOWNS:	YES

FOREST: PAYETTE NATIONAL FOREST

(1) REPEATER: ELK (3)
RX FREQ: 169.900
TX FREQ: 170.550 (131.8)

MANAGER: 208-334-8775
STATE OWNED

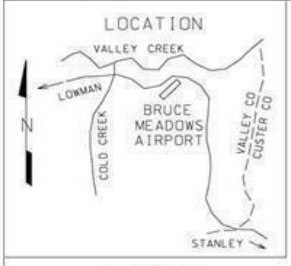
REMARKS: RECOMMENDED LAND RWY 19. DEPART RWY 01. CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDE. RWYWAY MAY NOT BE VISIBLE FROM ALL PARTS OF TRAFFIC PATTERN. STEEP ENCLOSING TERRAIN. RUNWAY SUBJECT TO ONGOING RODENT DAMAGE. NO WINTER MAINTENANCE. AIRCRAFT USE SIDES OF STRIP DURING SKI OPERATIONS.

BIG CREEK U60

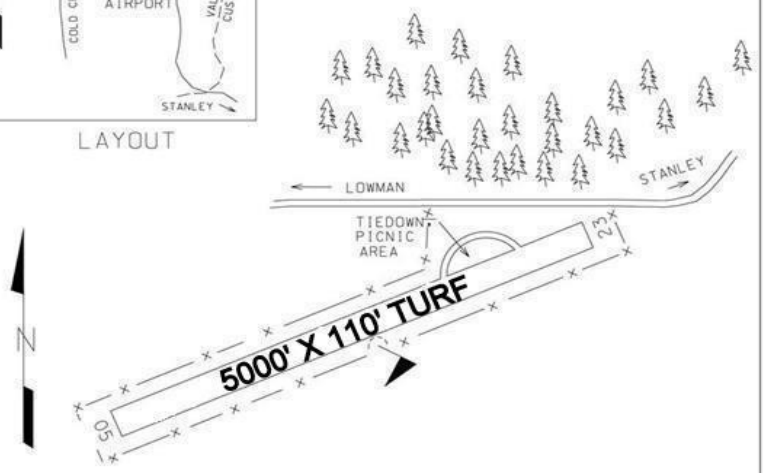

BRUCE MEADOWS U63
09 RHI
08 AE
00 A/D
01 RSH
23
5
RWY: 5/23
LENGTH: 5000' X 110'
ELEVATION: 6370'

BRUCE MEADOWS STANLEY U63

LAT: 44 24.93' LONG: 115 19.01'



LAYOUT



ELEVATION: 6370'

CTAF 122.9

LOCATION: 20 MILES NW OF STANLEY

VOR	FREQ	RAD	NM
DNJ	116.2	090	44.0

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO
TIEDOWNS: NO
OUTHOUSE AND PICNIC-CAMPING AREA AVALIABLE

FOREST: BOISE NATIONAL FOREST

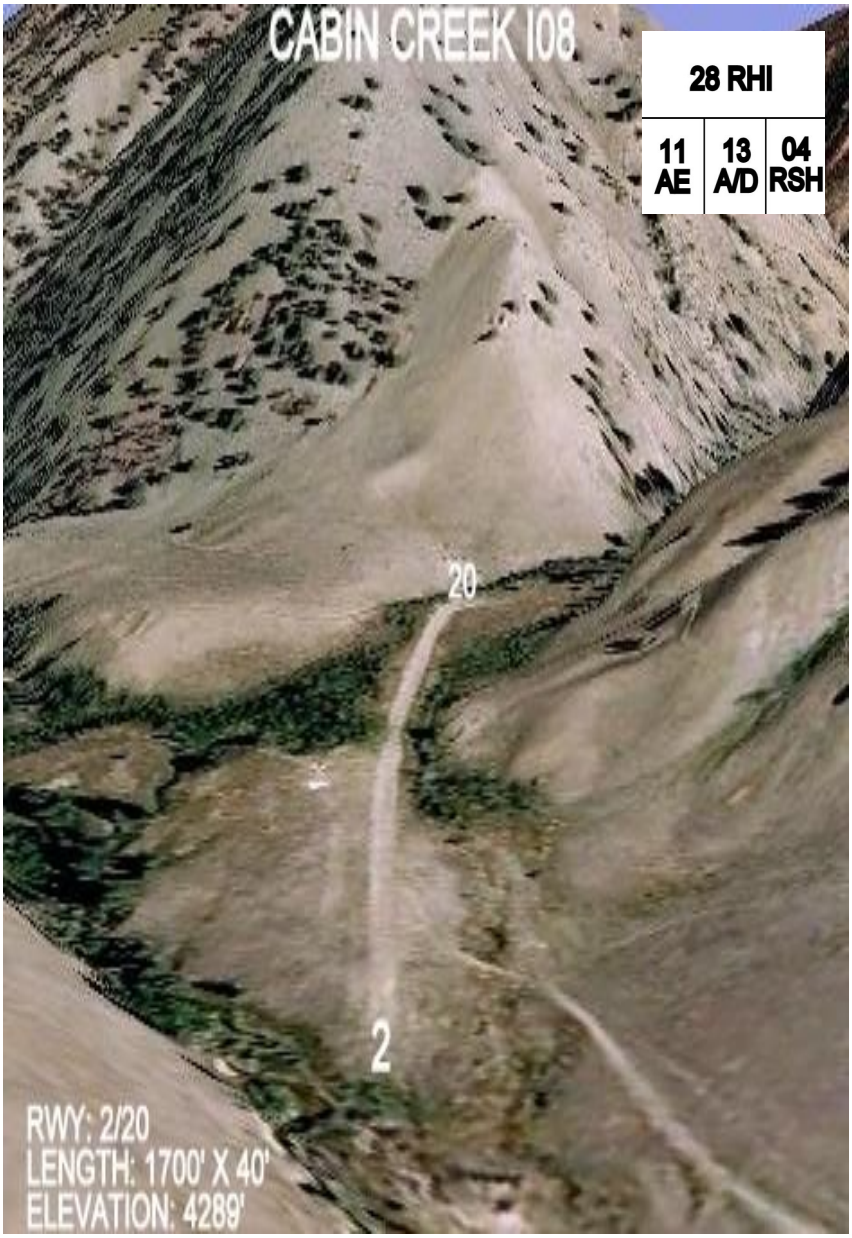
(1) REPEATER: BEAR VALLEY (25)
RX FREQ: 171.450
TX FREQ: 164.600 (131.8)

(2) REPEATER: WHITE HAWK (28)
RX FREQ: 171.450
TX FREQ: 164.600 (156.7)

MANAGER: 208-334-8775
STATE OPERATED

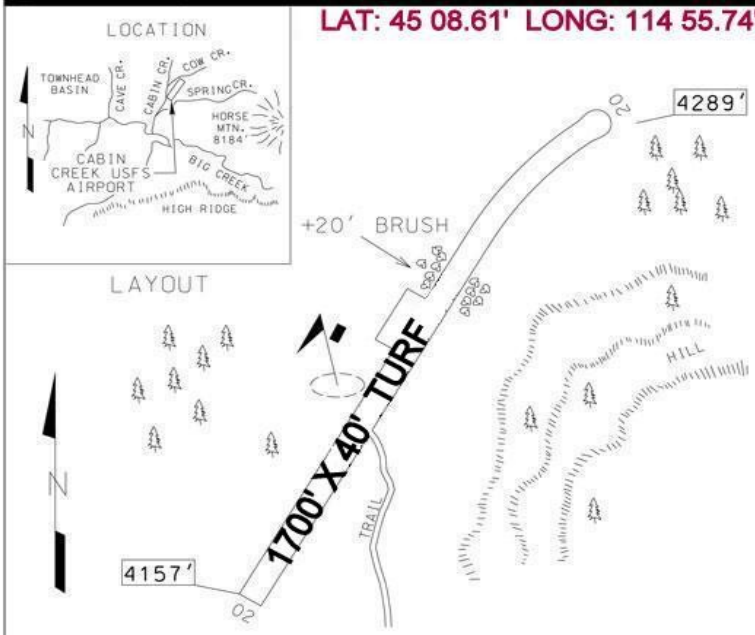
REMARKS: NORMALLY LAND RWY 05, DEPART RWY 23. AIRPORT IS LOCATED IN A HIGH MOUNTAIN VALLEY SURROUNDED BY HIGH TERRAIN. VERY HIGH DENSITY ALTITUDES IN SUMMER. AIRCRAFT TIEDOWN AREA IS ROUGH. NO WINTER MAINTENANCE. WHITE ROCK BOUNDARY MARKERS.

BRUCE MEADOWS STANLEY U63


CABIN CREEK I08
28 RHI
11 AE
13 A/D
04 RSH
20
2
RWY: 2/20
LENGTH: 1700' X 40'
ELEVATION: 4289'

CABIN CREEK USFS I08

LAT: 45 08.61' LONG: 114 55.74'



ELEVATION: 4289'

CTAF 122.9

LOCATION: 37 MILES W OF SALMON

VOR	FREQ	RAD	NM
LKT	113.5	265	36.5

NAV AIDS:	NO
LIGHTS:	NO
ATTENDED:	NO
FUEL:	NO
FBO:	NO
TIEDOWNS:	NO
SERVICES:	NONE

FOREST: PAYETTE NATIONAL FOREST

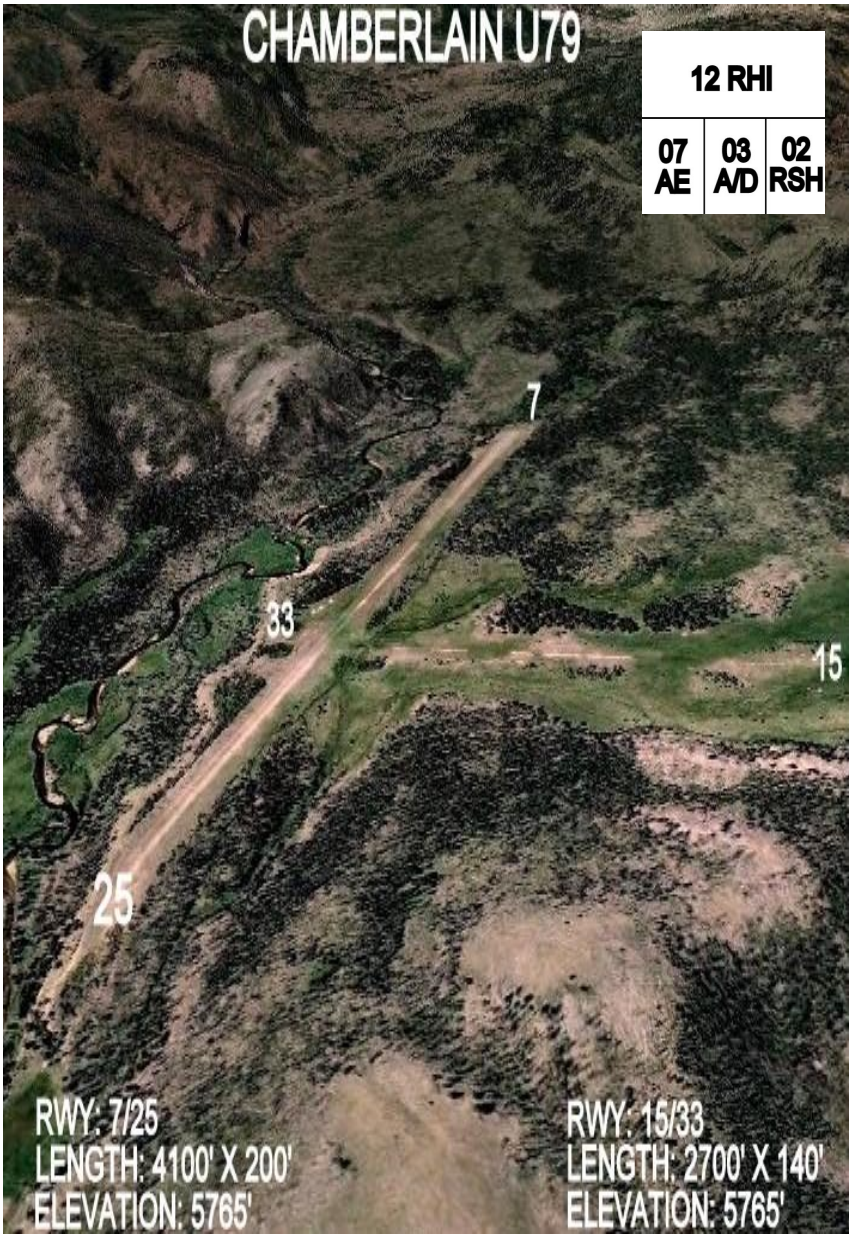
(1) REPEATER: SHEEPEATER (5)
RX FREQ: 169.900
TX FREQ: 170.550 (156.7)

(2) REPEATER: ELK (3)
RX FREQ: 169.900
TX FREQ: 170.550 (131.8)

MANAGER: 208-634-0700

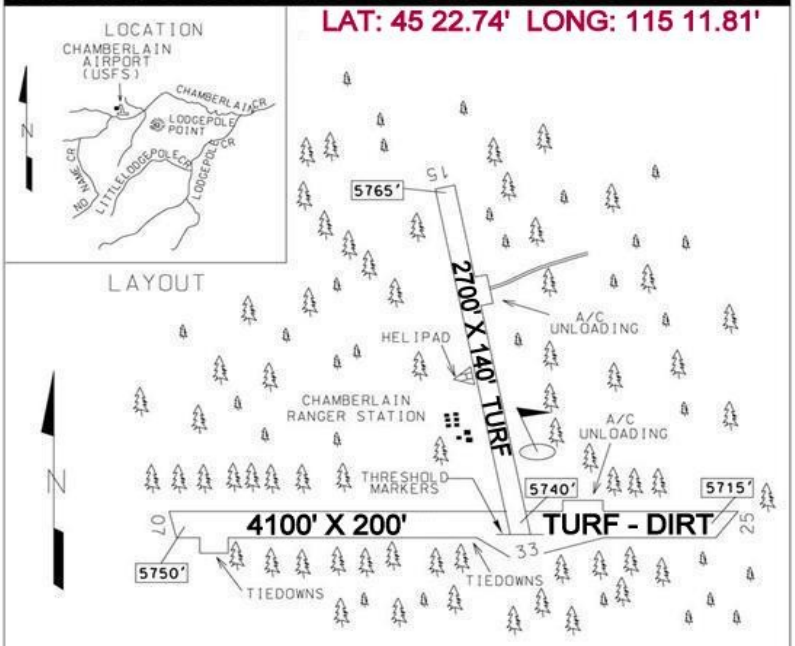
REMARKS: LAND RWY 02, DEPART RWY 20. LANDING OR TAKEOFF WITH UNFAVORABLE WINDS NOT RECOMMENDED. CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDE. GO-AROUND FROM FINAL NOT POSSIBLE DUE TO HIGH TERRAIN. STEEP ENCLOSING TERRAIN. RECOMMENDED USE ONLY BY MOUNTAIN PROFICIENT PILOTS. WILDLIFE FREQUENTLY ON RUNWAY.

CABIN CREEK USFS I08


CHAMBERLAIN U79
12 RHI
07 AE
03 A/D
02 RSH
7
33
15
25
RWY: 7/25
LENGTH: 4100' X 200'
ELEVATION: 5765'
RWY: 15/33
LENGTH: 2700' X 140'
ELEVATION: 5765'

CHAMBERLAIN BASIN USFS U79

LAT: 45 22.74' LONG: 115 11.81'



ELEVATION: 5765'

CTAF 122.9

LOCATION: ADJACENT EAST OF RANGER STATION

VOR	FREQ	RAD	NM
LKT	113.5	276	51.5

NAV AIDS:	NO
LIGHTS:	NO
ATTENDED:	NO
FUEL:	NO
FBO:	NO
TIEDOWNS:	YES

FOREST: PAYETTE NATIONAL FOREST

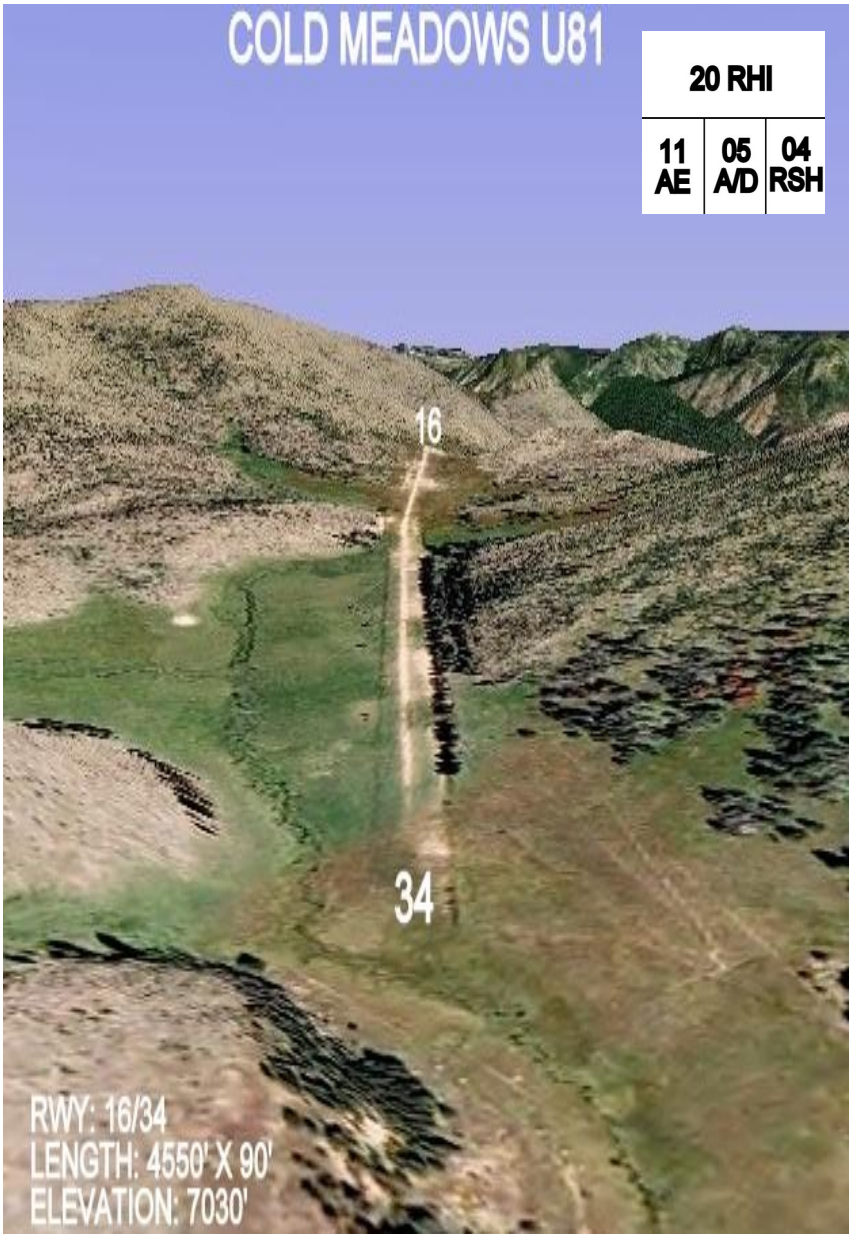
(1) REPEATER: SHEEPEATER (5)
RX FREQ: 169.900
TX FREQ: 170.550 (156.7)

(2) REPEATER: ELK (3)
RX FREQ: 169.900
TX FREQ: 170.550 (131.8)

MANAGER: 208-634-0700

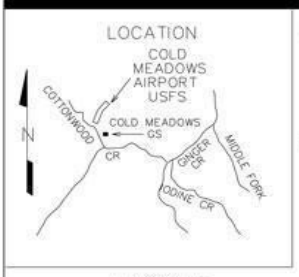
REMARKS: RUNWAYS SOFT IN EARLY SPRING. NORMALLY LAND RWY 25. TAKEOFF RWY 07. RWY 07-25 AND RWY 15-33 THRESHOLDS MARKED WITH YELLOW PILED ROCK BOUNDARY MARKERS. CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDE. RISING TERRAIN AND POTENTIAL DOWNDRAFTS WEST OF THE AIRPORT. RUNWAYS AND TIEDOWNS SUBJECT TO RODENT DAM.

CHAMBERLAIN BASIN USFS U79


COLD MEADOWS U81
20 RHI
11 AE
05 A/D
04 RSH
16
34
RWY: 16/34
LENGTH: 4550' X 90'
ELEVATION: 7030'

COLD MEADOWS USFS U81

LAT: 45 17.61' LONG: 114 56.72'



LAYOUT

CTAF 122.9

ELEVATION: 7030'

LOCATION: ADJACENT NW OF GUARD STATION

VOR	FREQ	RAD	NM
LKT	113.5	275	40.0

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO
TIEDOWNS: YES

FOREST: PAYETTE NATIONAL FOREST

(1) REPEATER: SHEEPEATER (5)
RX FREQ: 169.900
TX FREQ: 170.550 (156.7)

(2) REPEATER: ELK (3)
RX FREQ: 169.900
TX FREQ: 170.550 (131.8)

MANAGER: 208-634-0700

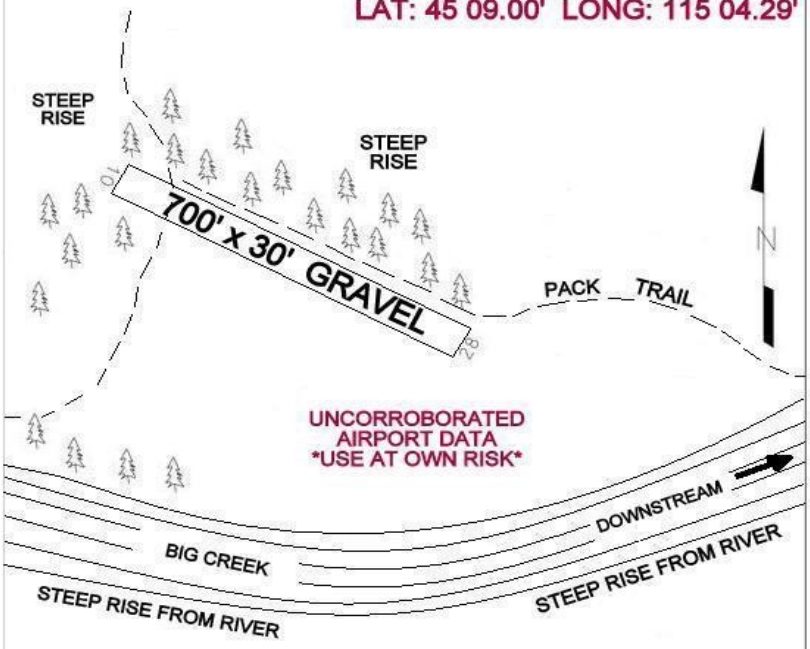
REMARKS: LAND RWY 34, TAKEOFF RWY 16. RECOMMENDED LEFT TURN DOWN COTTONWOOD CREEK AFTER DEPARTING RWY 16. RODENT ACTIVITY ON AND IN THE VICINITY OF THE AIRPORT. CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDE. NO WINTER MAINTENANCE. SOUTH HALF OF RUNWAY BUMPY AND ROUGH. RUNWAY THRESHOLD MAY BE UNDEFINED.

COLD MEADOWS USFS U81


DEWEY MOORE NO-ID
47 RHI
13 AE
27 A/D
07 RSH
10
28
RWY: 10/28
LENGTH: 700' X 30'
ELEVATION: 4494'

DEWEY MOORE — NO-ID

LAT: 45 09.00' LONG: 115 04.29'



ELEVATION: 4494'

CTAF 122.9

LOCATION: 48 MILES NE OF MCCALL

VOR	FREQ	RAD	NM
LKT	113.5	263	42.7

NAV AIDS:	NO
LIGHTS:	NO
ATTENDED:	NO
FUEL:	NO
FBO:	NO
TIEDOWNS:	NO

FOREST: PAYETTE NATIONAL FOREST

(1) REPEATER: ELK (3)
RX FREQ: 169.900
TX FREQ: 170.550 (131.8)

(2) REPEATER: SHEEPEATER (5)
RX FREQ: 169.900
TX FREQ: 170.550 (156.7)

MANAGER: 208-634-0746 PAYETTE FOREST AIR OFFICER

AIRPORT CAUTION *NOT MAINTAINED* *USE AT YOUR OWN RISK*

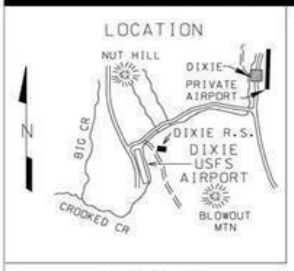
NO FACILITIES WITH EXTREMELY HAZARDOUS CONDITIONS DUE TO LOCATION OR CONFIGURATION, AND REQUIRES SPECIAL SKILLS AND EQUIPMENT BEYOND THE NORMAL ANTICIPATED FOR GENERAL AVIATION AND USE IS DISCOURAGED.

DEWEY MOORE — NO-ID


DIXIE A05
19 RHI
11 AE
10 A/D
05 RSH
18
36
RWY: 18/36
LENGTH: 4500' X 100'
ELEVATION: 5148'

DIXIE USFS A05

LAT: 45 31.24' LONG: 115 31.06'



ELEVATION: 5148'

CTAF 122.9

LOCATION: 3 MILE SW OF DIXIE

VOR	FREQ	RAD	NM
DNJ	112.6	014	55.0

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO
TIEDOWNS: YES

MANAGER: 208-983-4060

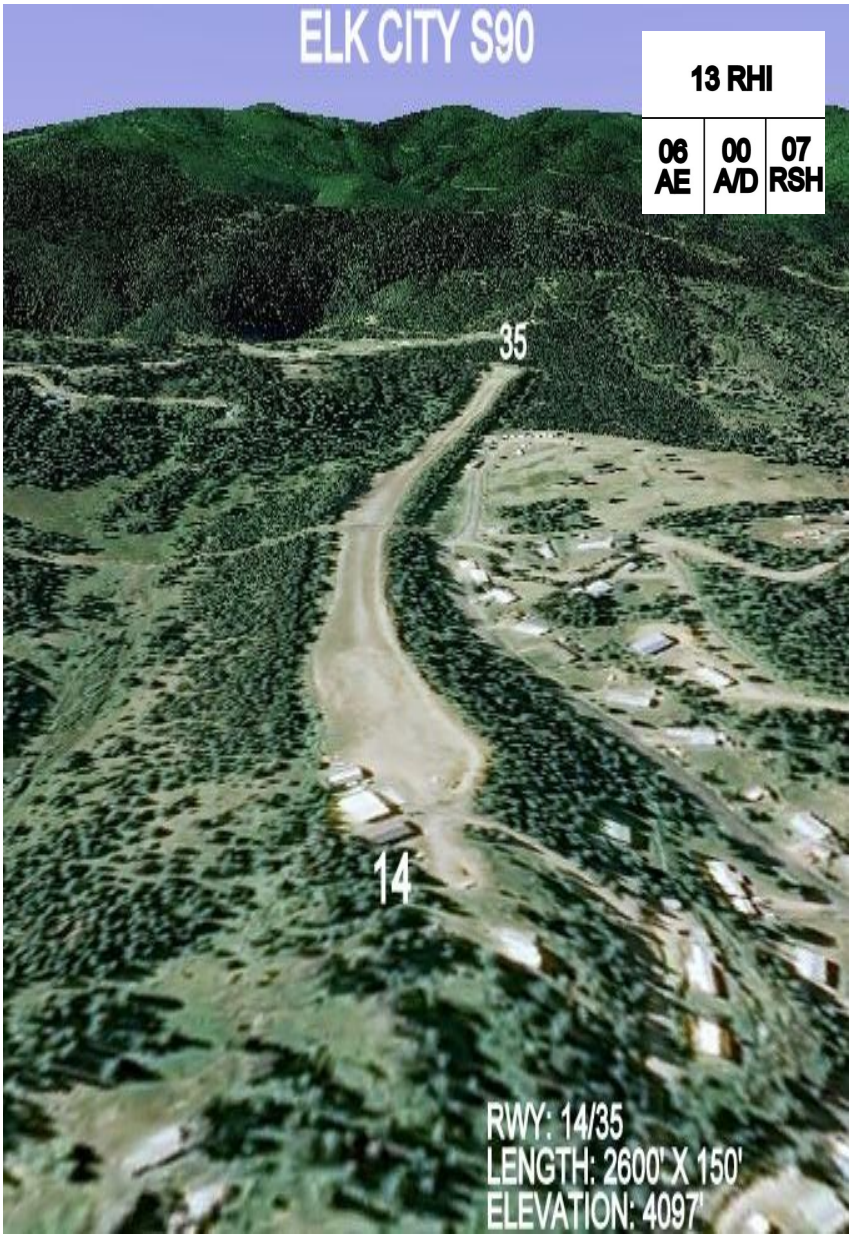
FOREST: NEZ PERCE NATIONAL FOREST

(1) REPEATER: IRON MOUNTAIN (93)
RX FREQ: 168.6750
TX FREQ: 169.9500 (110.9)

(2) REPEATER: ANDERSON BUTTE (97)
RX FREQ: 168.6750
TX FREQ: 169.9500 (123.0)

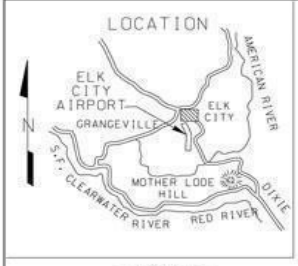
REMARKS: ONGOING RODENT ACTIVITY ON SOUTH END OF RUNWAY. LAND RWY 36, TAKEOFF RWY 18, WITH A RIGHT TURN DOWN CROOKED CREEK. LANDING OR TAKEOFF WITH UNFAVORABLE WINDS NOT RECOMMENDED. CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDE. RUNWAY MAY NOT BE VISIBLE FROM ALL PARTS OF TRAFFIC PATTERN. STEEP ENCLOSING TERRAIN. EXTENSIVE HELICOPTER ACTIVITY DURING SUMMER MONTHS. NO WINTER MAINTENANCE. RECOMMENDED FOR USE ONLY BY MOUNTAIN PROFICIENT PILOTS

DIXIE USFS A05

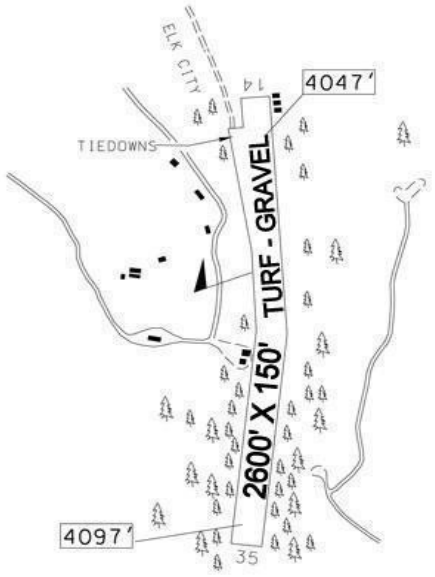

ELK CITY S90
13 RHI
06 AE
00 A/D
07 RSH
35
14
RWY: 14/35
LENGTH: 2600' X 150'
ELEVATION: 4097'

ELK CITY S90

LAT: 45 49.36' LONG: 115 26.39'



LAYOUT



ELEVATION: 4097'

CTAF 122.9

LOCATION: ADJACENT SW OF ELK CITY

VOR	FREQ	RAD	NM
LKT	113.5	292	74.5

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO

SERVICES: FOOD AND LODGING IN TOWN, TIEDOWNS

FOREST: NEZ PERCE NATIONAL FOREST

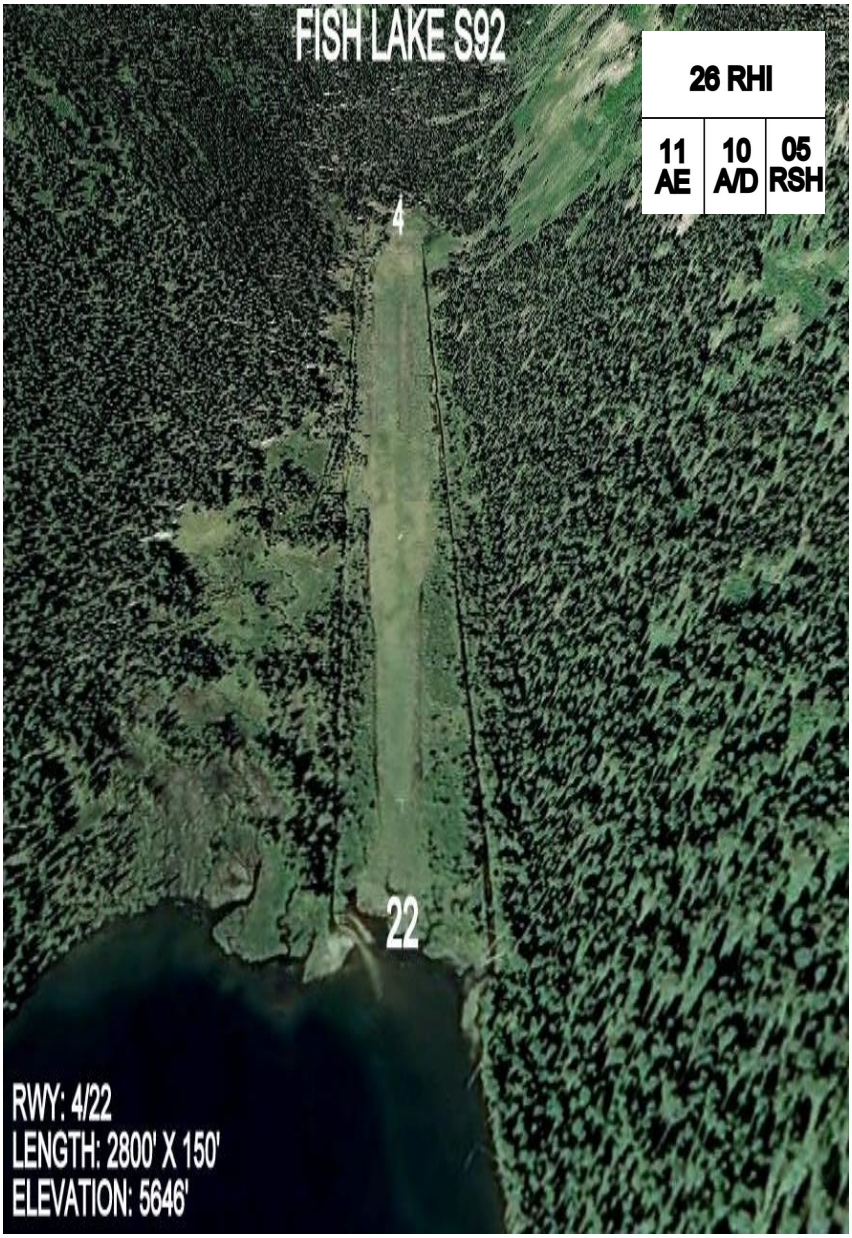
(1) REPEATER: IRON MOUNTAIN (93)
RX FREQ: 168.6750
TX FREQ: 169.9500 (110.9)

(2) REPEATER: ANDERSON BUTTE (97)
RX FREQ: 168.6750
TX FREQ: 169.9500 (123.0)

MANAGER: 208-842-9220 USFS

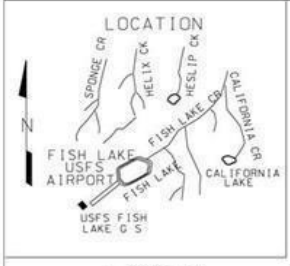
REMARKS: NORMALLY LAND RWY 14, TAKEOFF RWY 35. CURVED RUNWAY WITH NO LINE OF SIGHT BETWEEN RUNWAY ENDS. MAY NOT BE MOWED FULL WIDTH. RUNWAY 14 THESHOLD IS NOT DEFINED. NO WINTER MAINTENANCE.

ELK CITY S90


FISH LAKE S92
26 RHI
11 AE
10 A/D
05 RSH
4
22
RWY: 4/22
LENGTH: 2800' X 150'
ELEVATION: 5646'

FISH LAKE USFS S92

LAT: 46 19.81' LONG: 115 03.79'



ELEVATION: 5646' CTAF 122.9

LOCATION: ADJACENT W OF FISH LAKE

VOR	FREQ	RAD	NM
MSO	112.8	212	54.0

NAV AIDS:	NO
LIGHTS:	NO
ATTENDED:	NO
FUEL:	NO
FBO:	NO
TIEDOWNS:	NO

MANAGER: 208-983-1964

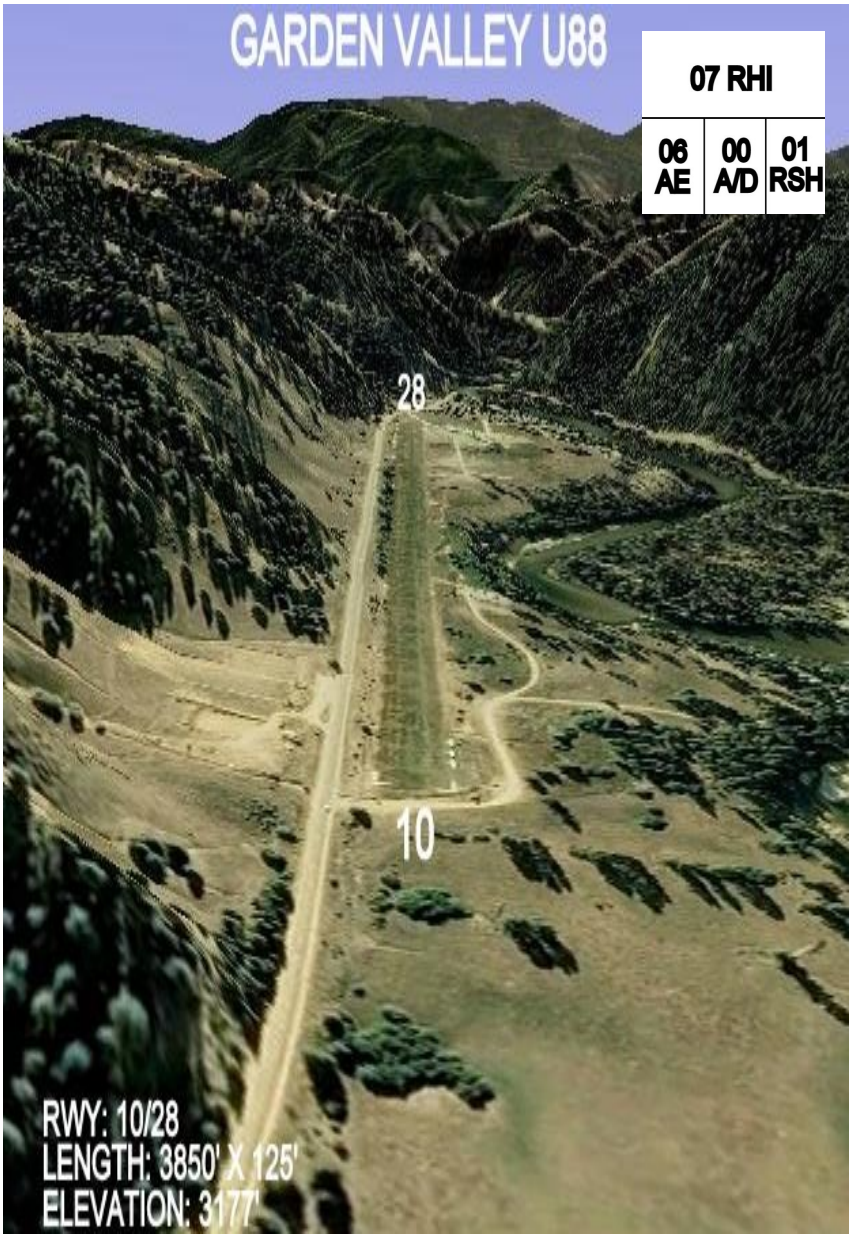
FOREST: NEZ PERCE NATIONAL FOREST

(1) REPEATER: SHISSLER (99)
RX FREQ: 168.6750
TX FREQ: 169.950 (156.7)

(2) REPEATER: GARDNER (100)
RX FREQ: 168.6750
TX FREQ: 169.950 (103.5)

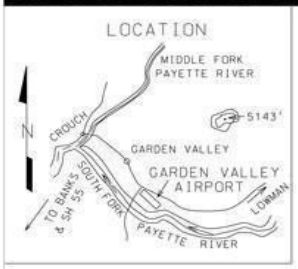
REMARKS: LAND RWY 22, DEPART RWY 04. LANDING OR TAKEOFF WITH UNFAVORABLE WINDS NOT RECOMMENDED. CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDES. GO AROUNDS FROM FINAL NOT POSSIBLE DUE TO HIGH TERRAIN. RECOMMENDED FOR USE BY MOUNTAIN PROFICIENT PILOTS. WILDLIFE/STOCK FREQUENTLY ON RWY. DO NOT TAXI PAST CONES MARKERS AT THE END OF RWY 04. NO WINTER MAINTENANCE.

FISH LAKE USFS S92


GARDEN VALLEY U88
07 RHI
06 AE
00 A/D
01 RSH
28
10
RWY: 10/28
LENGTH: 3850' X 125'
ELEVATION: 3177'

GARDEN VALLEY U88

LAT: 44 04.02' LONG: 115 55.88'



ELEVATION: 3177'

CTAF 122.9

LOCATION: 2 MILES SE OF GARDEN VALLEY

VOR	FREQ	RAD	NM
BOI	113.3	004	33.0

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
SERVICES: FOOD AND LODGING ADJACENT AREA, TIEDOWNS AND COURTESY CAR

FOREST: BOISE NATIONAL FOREST

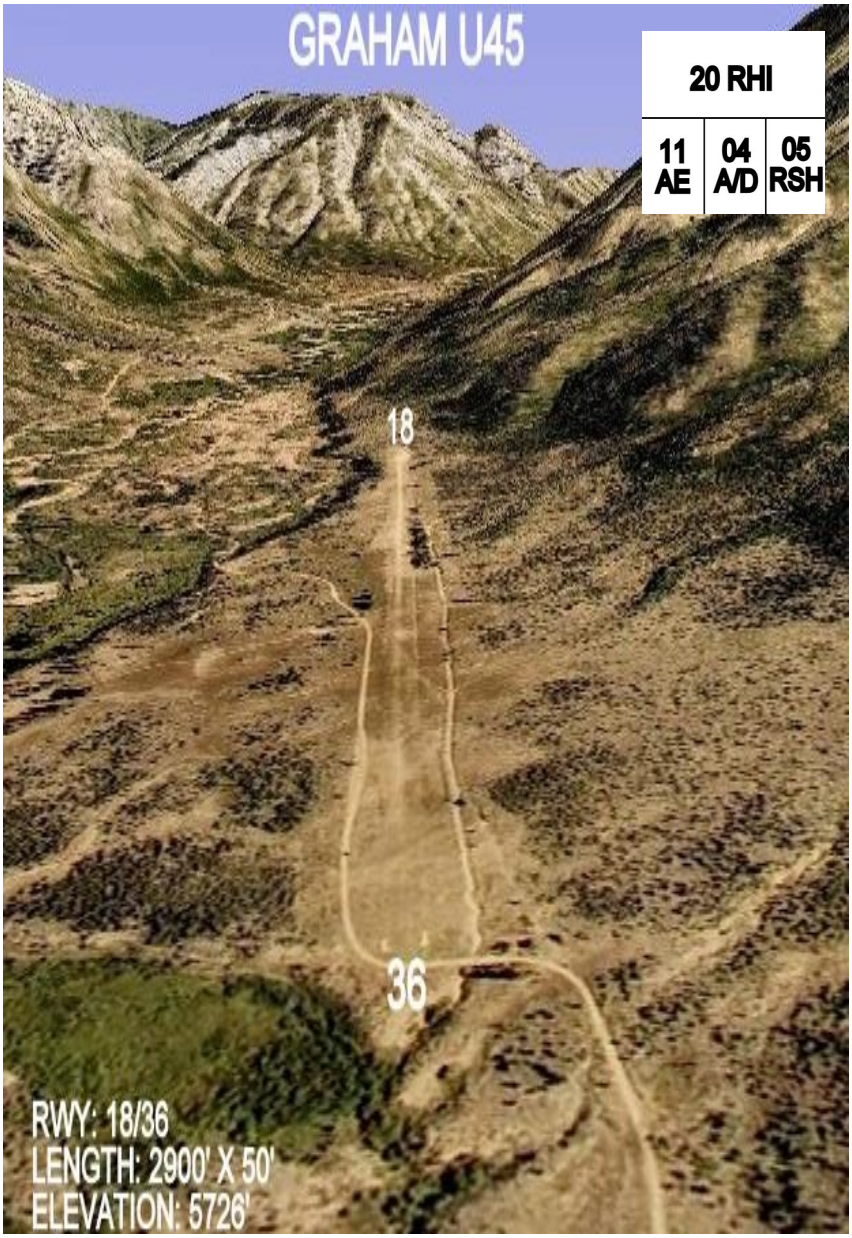
(1) REPEATER: PACKER JOHN (29)
RX FREQ: 171.450
TX FREQ: 164.600 (167.9)

(2) REPEATER: HAWLEY (32)
RX FREQ: 171.450
TX FREQ: 164.600 (141.3)

MANAGER: 208-334-8775
STATE OWNED

REMARKS:
CAUTION - USFS HELIPORT OPERATIONS ADJACENT TO SE END OF AIRPORT.
CAUTION - SPRINKLER HEADS MAY BE IN PLACE ON RWY 10-28. NORMALLY LAND RWY 10, TAKEOFF RWY 28. RUNWAY MAY NOT BE VISIBLE FROM ALL PARTS OF THE TRAFFIC PATTERN. NO WINTER MAINTENANCE.

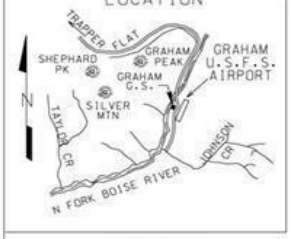
GARDEN VALLEY U88


GRAHAM U45
20 RHI
11 AE
04 A/D
05 RSH
18
36
RWY: 18/36
LENGTH: 2900' X 50'
ELEVATION: 5726'

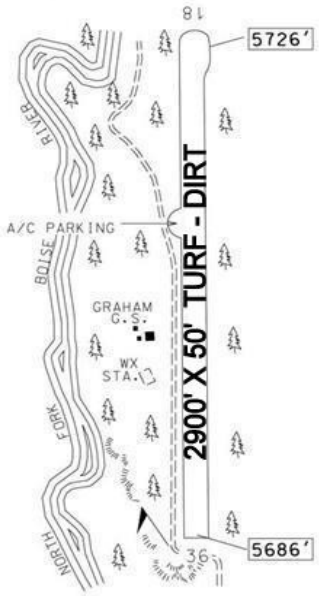
GRAHAM USFS U45

LAT: 43 57.31' LONG: 115 16.36'

LOCATION



LAYOUT



ELEVATION: 5726'

CTAF 122.9

LOCATION: 11 MILES NW OF ATLANTA

VOR	FREQ	RAD	NM
BOI	113.3	042	47.0

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO
TIEDOWNS: NO

MANAGER: 208-373-4176

FOREST: BOISE NATIONAL FOREST

(1) REPEATER: SWANHOLM (37)
RX FREQ: 172.200
TX FREQ: 165.4125 (131.8)

(2) REPEATER: SUNSET (36)
RX FREQ: 172.200
TX FREQ: 165.4125 (123.0)

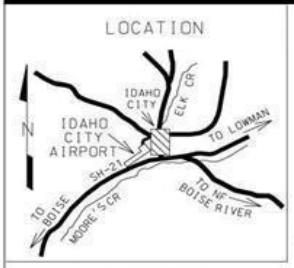
REMARKS: LAND RWY 36, TAKEOFF RWY 18. LANDING OR TAKEOFF WITH UNFAVORABLE WINDS NOT RECOMMENDED. FIRST 1/3 RWY 36 SOFT AND UNUSABLE IN SPRING. RWY 18-36 THRESHOLDS MARKED WITH ROCK. NO WINTER MAINTENANCE. WILDLIFE FREQUENTLY ON RUNWAY. CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDES.

GRAHAM USFS U45


IDAHO CITY U98
07 RHI
06 AE
00 A/D
01 RSH
21
3
RWY: 3/21
LENGTH: 3400' X 50'
ELEVATION: 3920'

IDAHO CITY USFS U98

LAT: 43 49.24' LONG: 115 51.06'



ELEVATION: 3920'

CTAF 122.9

LOCATION: 1 MILE SW OF IDAHO CITY

VOR	FREQ	RAD	NM
BOI	113.3	023	23.0

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO
SERVICES: FOOD & LODGING
ADJACENT AREAS, TIEDOWNS

FOREST: BOISE NATIONAL FOREST

(1) REPEATER: THORN CREEK (39)
RX FREQ: 172.200
TX FREQ: 165.4125 (146.2)

(2) REPEATER: SUNSET (36)
RX FREQ: 172.200
TX FREQ: 165.4125 (123.0)

MANAGER: 208-364-4330

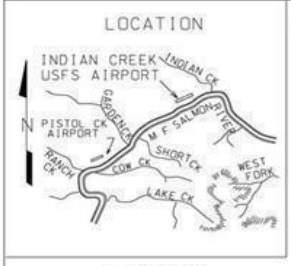
REMARKS: NORMALLY LAND RWY 03, TAKEOFF RWY 21. RUNWAY 03, FIRST 700' TURF, REMAINDER DIRT. RWY 03-21 EDGES AND THRESHOLDS MARKED WITH WHITE ROCK. NO WINTER MAINTENANCE. FIXED WING AND HELO FIREFIGHTING OPERATIONS POSSIBLE IN SUMMER.

IDAHO CITY USFS U98


INDIAN CREEK S81
15 RHI
08 AE
06 A/D
01 RSH
4
22
RWY: 4/22
LENGTH: 4650' X 60'
ELEVATION: 4701'

INDIAN CREEK USFS S81

LAT: 44 45.67' LONG: 115 06.44'



ELEVATION: 4701'

CTAF 122.9

LOCATION: ADJACENT SE OF RANGER STATION

VOR	FREQ	RAD	NM
LKT	113.5	231	50.0

NAV AIDS:	NO
LIGHTS:	NO
ATTENDED:	NO
FUEL:	NO
FBO:	NO
TIEDOWNS:	YES

FOREST: SALMON-CHALLIS NATIONAL FOREST

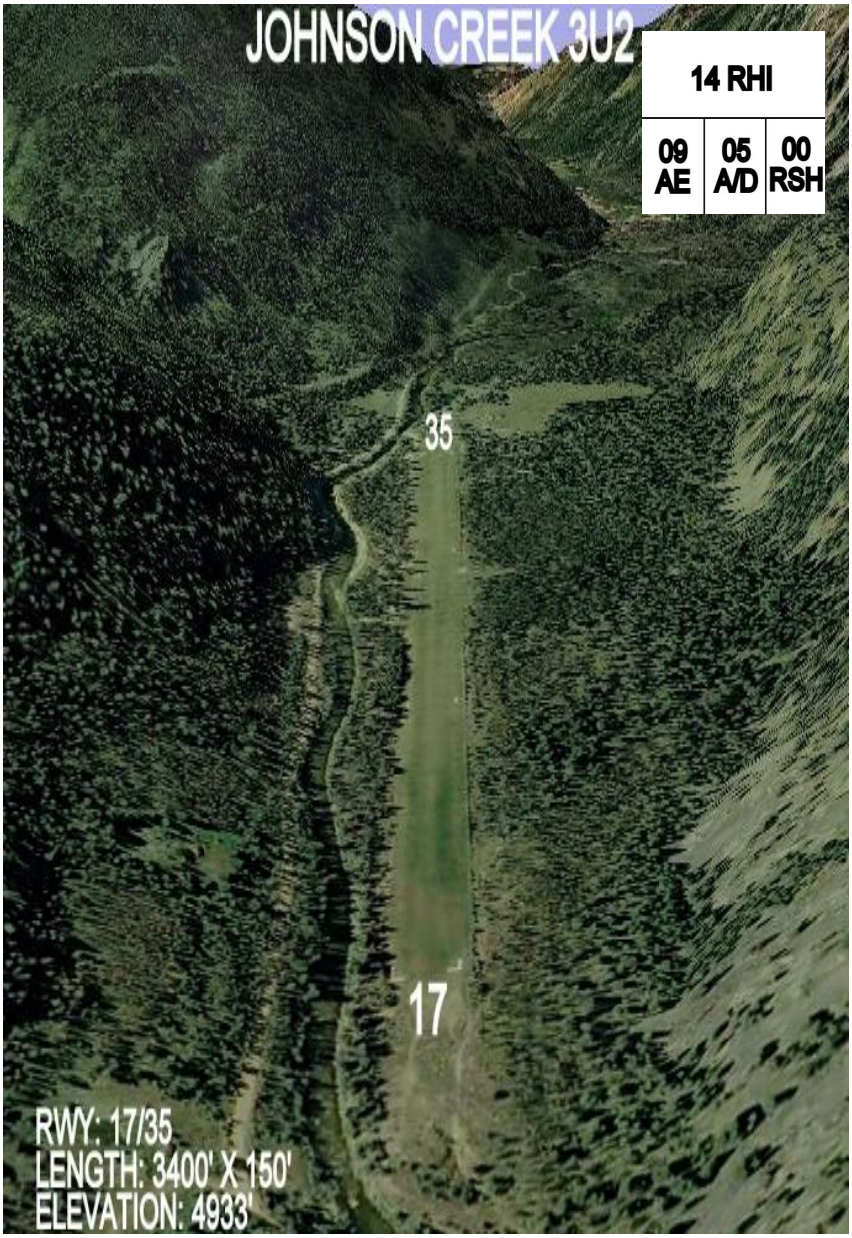
(1) REPEATER: WALKER RIDGE (51)
RX FREQ: 169.8750
TX FREQ: 164.1250 (167.9)

(2) REPEATER: BASIN BUTTE (49)
RX FREQ: 169.8750
TX FREQ: 164.1250 (146.2)

MANAGER: 208-879-4101

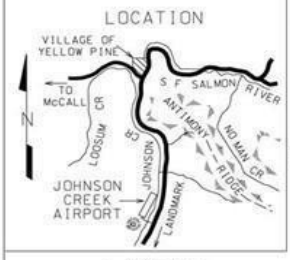
REMARKS: RECOMMEND LAND RWY 22, TAKEOFF RWY 4. CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDE. STEEP ENCLOSING TERRAIN. NO WINTER MAINTENANCE. *CAUTION* - OTHER TRAFFIC CONFINED TO SAME CANYON AREA. RECOMMEND REMAIN IN CANYON WHEN DEPARTING UP OR DOWNSTREAM. PISTOL CREEK AIRPORT LOCATED 2.5 MILES UPSTREAM.

INDIAN CREEK USFS S81


JOHNSON CREEK 3U2
14 RHI
09 AE
05 A/D
00 RSH
35
17
RWY: 17/35
LENGTH: 3400' X 150'
ELEVATION: 4933'

JOHNSON CREEK YELLOW PINE 3U2

LAT: 44 54.73' LONG: 115 29.14'



LAYOUT

ELEVATION: 4933'

CTAF 122.9

LOCATION: 3 MILES SOUTH OF YELLOW PINE

VOR	FREQ	RAD	NM
DNJ	116.2	055	32.0

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO
SERVICES: TIEDOWNS, COURTESY CAR, CAMPING, FOOD, LODGING

FOREST: BOISE NATIONAL FOREST

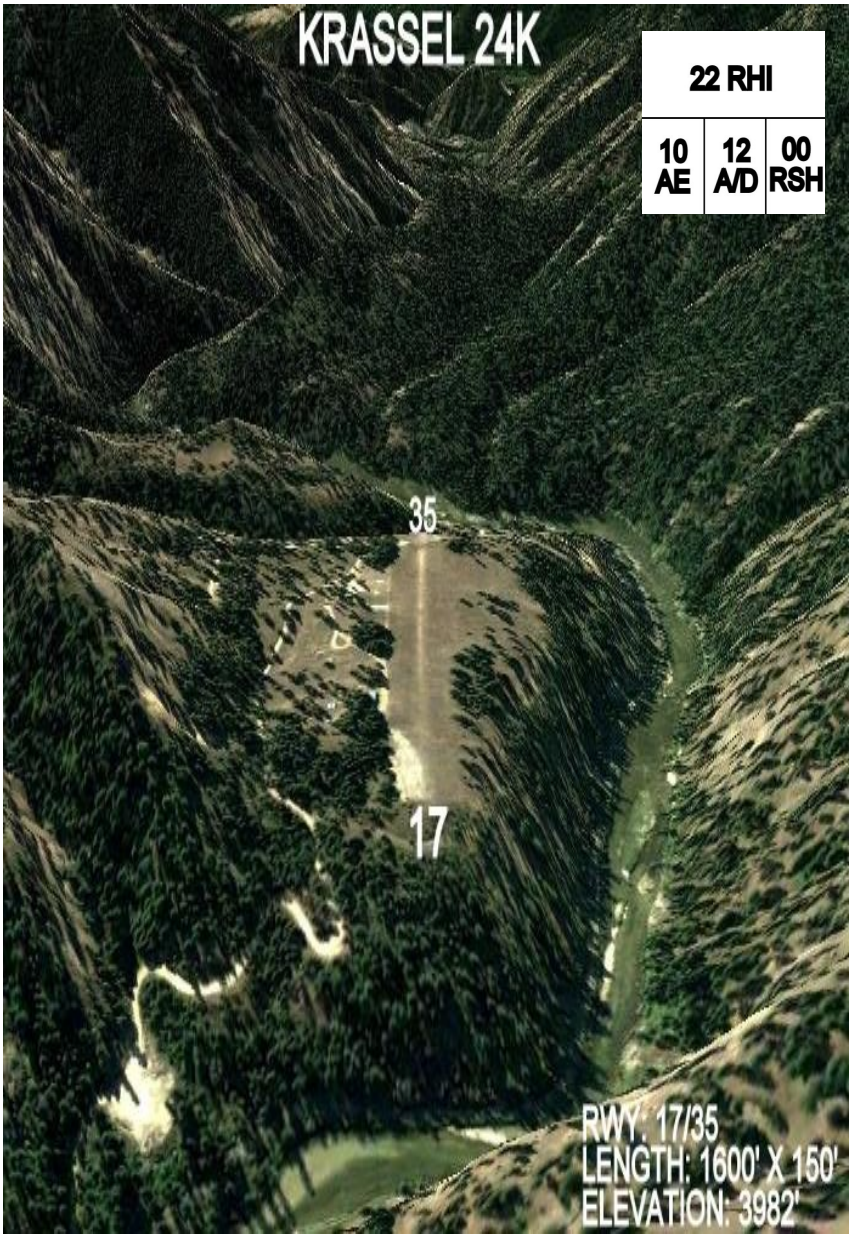
(1) REPEATER: MINERS PEAK (6)
RX FREQ: 169.900
TX FREQ: 170.550 (103.5)

(2) REPEATER: ELK (3)
RX FREQ: 169.900
TX FREQ: 170.550 (131.8)

MANAGER: 208-334-8775
STATE OPERATED

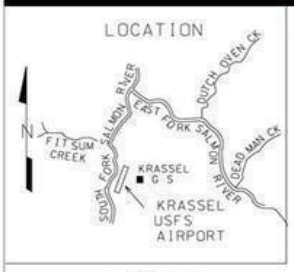
REMARKS: NORMALLY LAND RWY 17, TAKEOFF RWY 35. STEEP ENCLOSING TERRAIN. WATCH FOR SPRINKLERS ON RWY. NO WINTER MAINTENANCE. RUNWAY MAY NOT BE VISIBLE FROM ALL PARTS OF THE TRAFFIC PATTERN.

JOHNSON CREEK YELLOW PINE 3U2


KRASSEL 24K
22 RHI
10 AE
12 A/D
00 RSH
35
17
RWY: 17/35
LENGTH: 1600' X 150'
ELEVATION: 3982'

KRASSEL USFS 24K

LAT: 44 58.45' LONG: 115 43.79'



ELEVATION: 3982'

CTAF 122.9

LOCATION: 17 MILES NE OF MCCALL

VOR	FREQ	RAD	NM
DNJ	116.2	040	24.0

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO
SERVICES: NONE

MANAGER: 208-634-0700

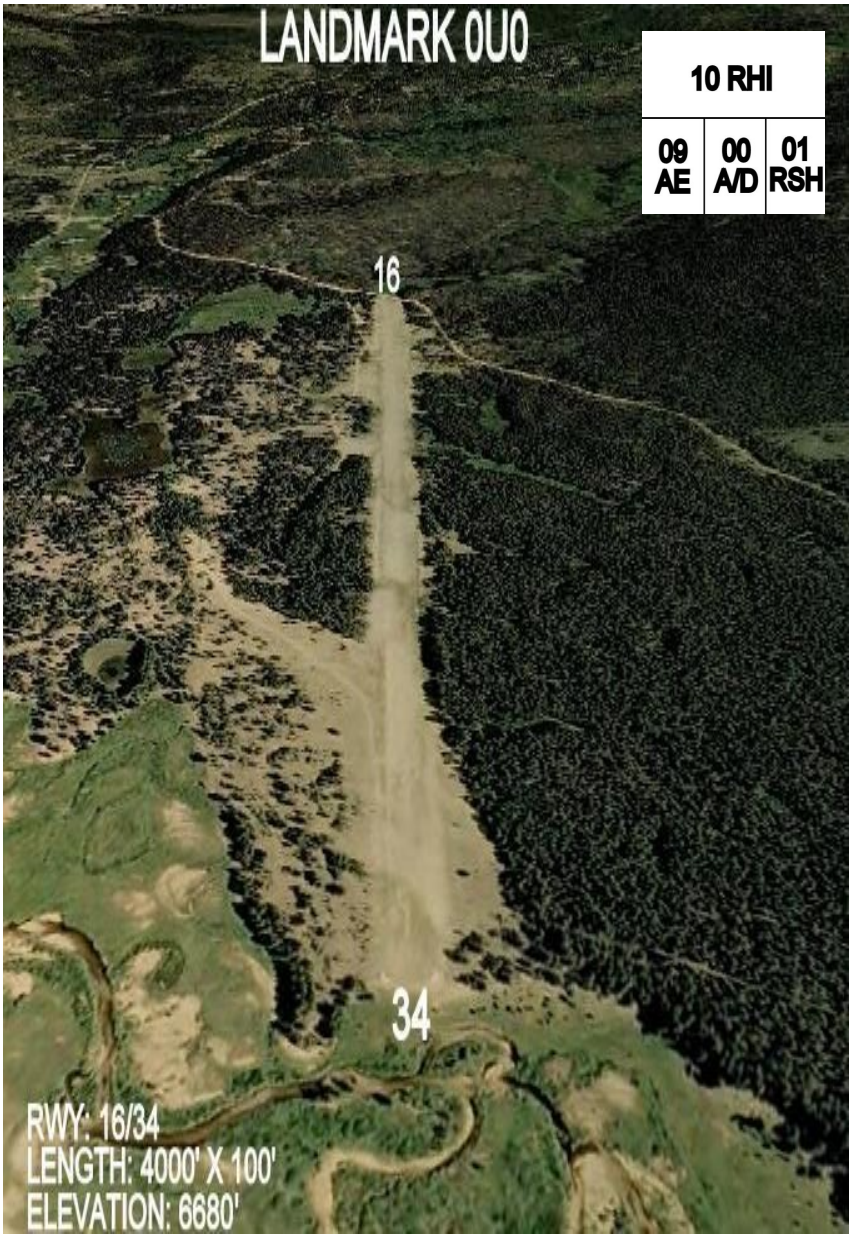
FOREST: PAYETTE NATIONAL FOREST

(1) REPEATER: NICK PEAK (2)
RX FREQ: 169.900
TX FREQ: 170.550 (123.0)

(2) REPEATER: MINERS PEAK (6)
RX FREQ: 169.900
TX FREQ: 170.550 (103.5)

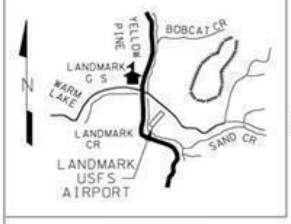
REMARKS: NORMALLY LAND RWY 17, TAKEOFF RWY 35. LANDING OR TAKEOFF WITH UNFAVORABLE WINDS NOT RECOMMENDED. CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDE. RECOMMENDED FOR USE ONLY BY MOUNTAIN PROFICIENT PILOTS. NO WINTER MAINTENANCE.

KRASSEL USFS 24K


LANDMARK 0U0
10 RHI
09 AE
00 A/D
01 RSH
16
34
RWY: 16/34
LENGTH: 4000' X 100'
ELEVATION: 6680'

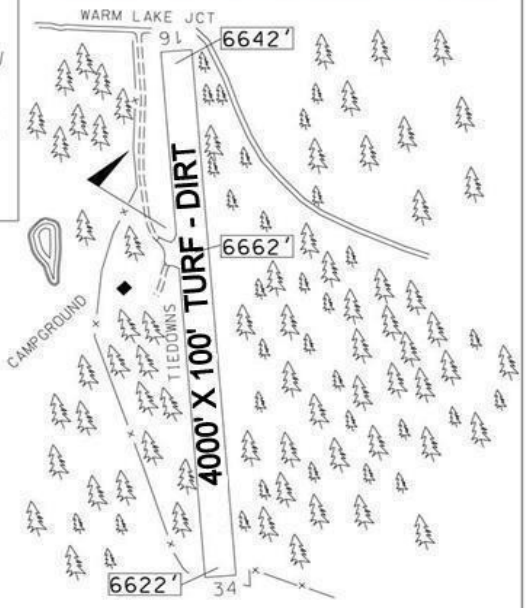
LANDMARK USFS 0U0

LOCATION



LAYOUT

LAT: 44 38.54' LONG: 115 32.01'



ELEVATION: 6680'

CTAF 122.9

LOCATION: 1 MILE SE OF RANGER STATION

VOR	FREQ	RAD	NM
DNJ	116.2	085	30.0

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO

SERVICES: TIEDOWNS AND CAMPING

FOREST: BOISE NATIONAL FOREST

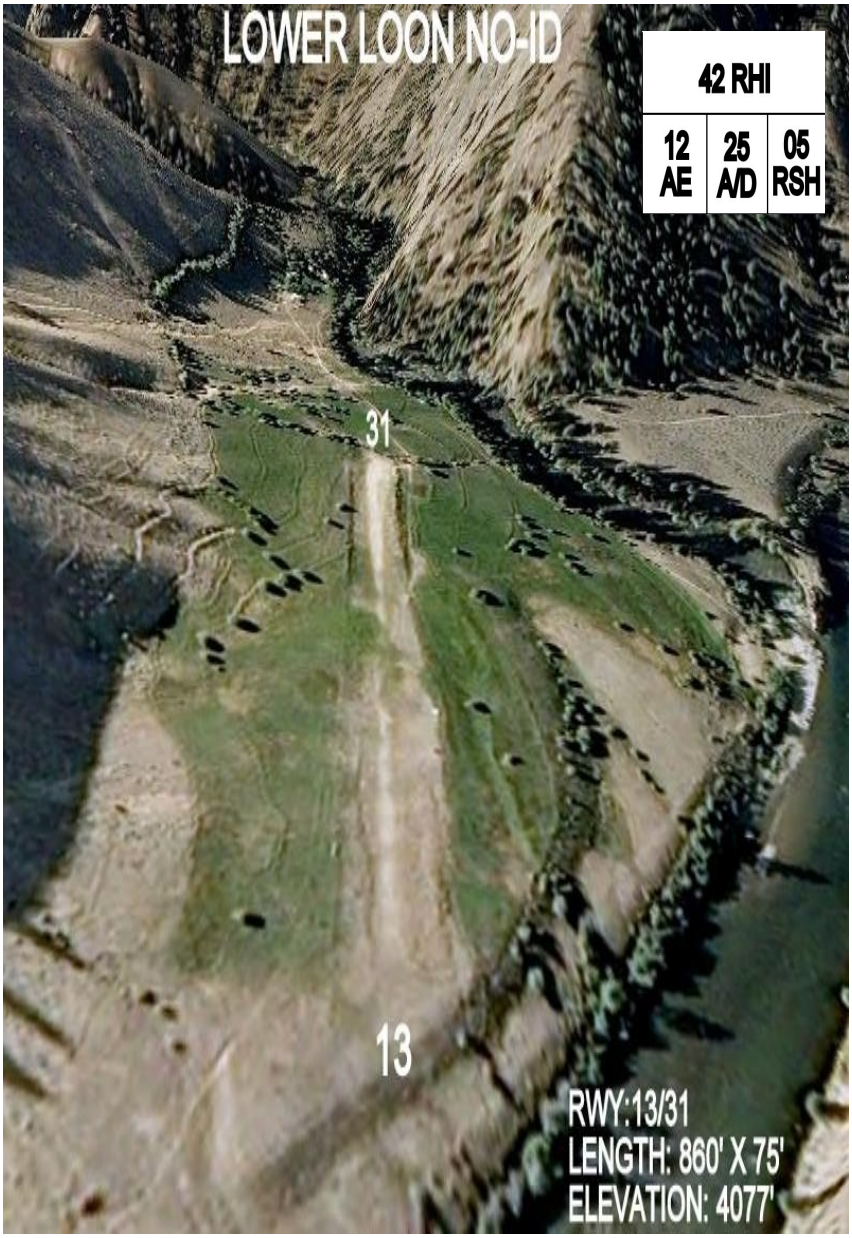
(1) REPEATER: THUNDERBOLT (N/A)
RX FREQ: 171.450
TX FREQ: 164.600 (123.0)

(2) REPEATER: BEAR VALLEY (25)
RX FREQ: 171.450
TX FREQ: 164.600 (131.8)

MANAGER: 208-373-4176
BOISE NATIONAL FOREST

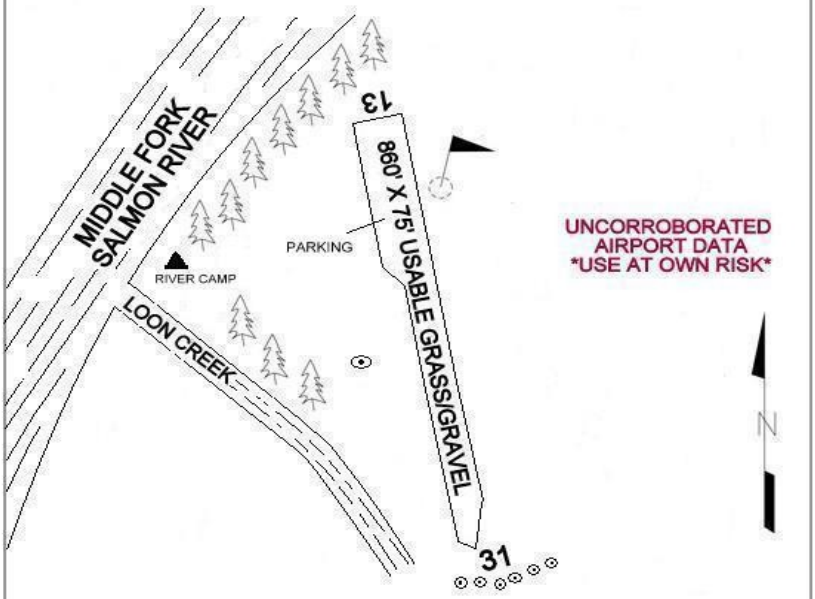
REMARKS: CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDE. NO LINE OF SIGHT BETWEEN RUNWAY ENDS. NO WINTER MAINTENANCE. AIRPORT LOCATED IN HIGH MOUNTAIN VALLEY SURROUNDED BY HIGH TERRAIN.

LANDMARK USFS 0U0


LOWER LOON NO-ID
42 RHI
12 AE
25 A/D
05 RSH
31
13
RWY:13/31
LENGTH: 860' X 75'
ELEVATION: 4077'

LOWER LOON NO-ID

LAT: 44 48.15' LONG: 114 48.45'



ELEVATION: 4077'

CTAF 122.9

LOCATION: 30 NM SW OF CHALLIS

VOR	FREQ	RAD	NM
LKT	113.5	229	33.5

NAV AIDS:	NO
LIGHTS:	NO
ATTENDED:	NO
FUEL:	NO
FBO:	NO
TIEDOWNS:	NO

FOREST: SALMON-CHALLIS NAT. FOREST

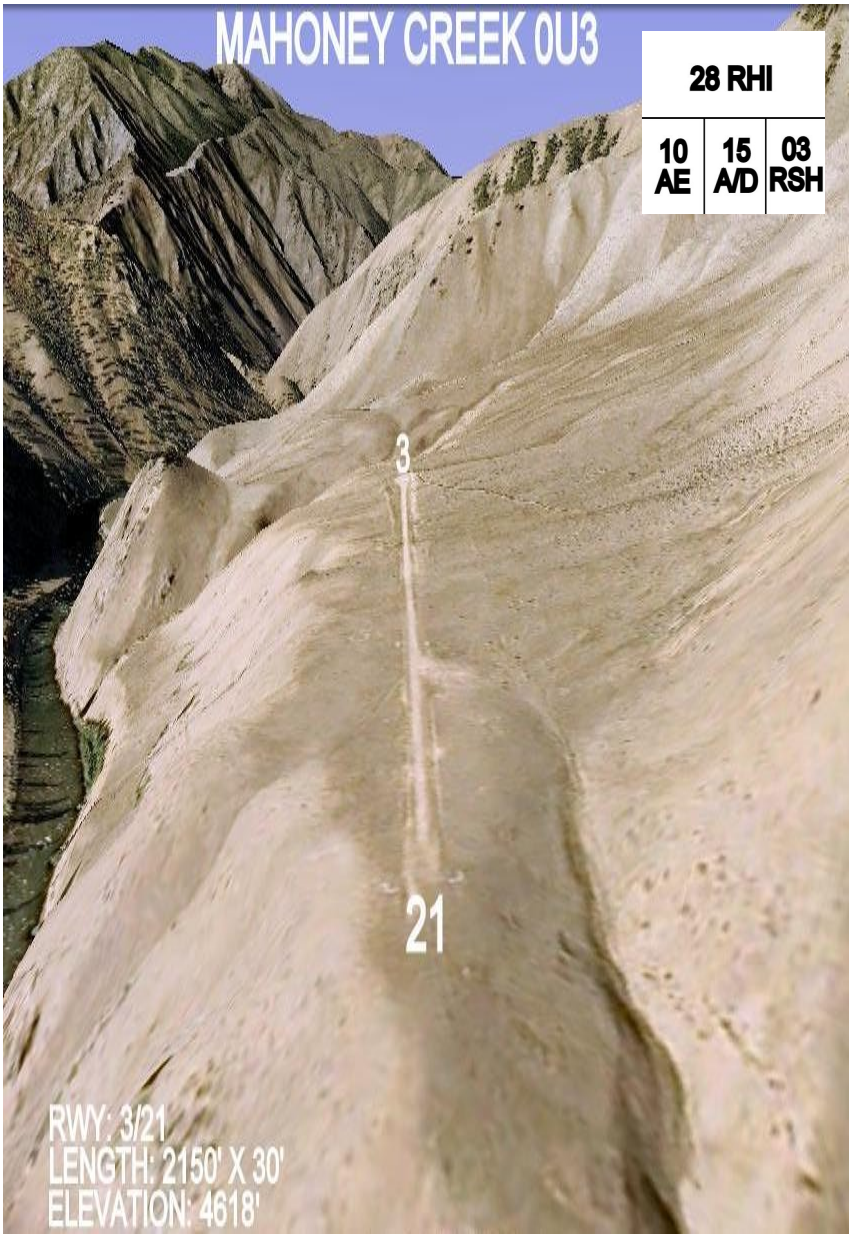
(1) REPEATER: WALKER RIDGE (51)
RX FREQ: 169.8750
TX FREQ: 164.1250 (167.9)

(2) REPEATER: BASIN BUTTE (49)
RX FREQ: 169.8750
TX FREQ: 164.1250 (146.2)

MANAGER: 208-756-2271
IDAHO FISH & GAME

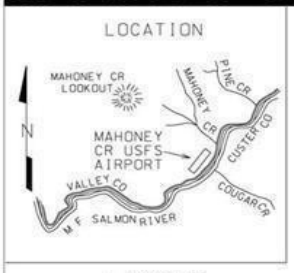
AIRPORT CAUTION *HAZARDOUS AIRSTRIP**USE AT OWN RISK*
RECOMMENDED FOR MOUNTAIN PROFICIENT PILOTS AND HIGH PERFORMANCE AIRCRAFT ONLY. SPECIAL CONSIDERATION SHOULD BE GIVEN TO DENSITY ALTITUDE, TURBULENCE, MOUNTAIN FLYING PROFICIENCY. APPROACH AND DEPARTURE REQUIRES ABRUPT LOW LEVEL TURN OVER RIVER. RUNWAY SURFACE SUBJECT TO FLOODING FROM IRRIGATION.

LOWER LOON NO-ID


MAHONEY CREEK 0U3
28 RHI
10 AE
15 A/D
03 RSH
3
21
RWY: 3/21
LENGTH: 2150' X 30'
ELEVATION: 4618'

MAHONEY CREEK USFS 0U3

LAT: 44 44.68' LONG: 114 55.28'



ELEVATION: 4618'

CTAF 122.9

LOCATION: 2 MILES SE OF RANGER STATION			
VOR	FREQ	RAD	NM
LKT	113.5	228	39.0
NAV AIDS:		NO	
LIGHTS:		NO	
ATTENDED:		NO	
FUEL:		NO	
FBO:		NO	
TIEDOWNS:		YES	

FOREST: SALMON-CHALLIS NATIONAL FOREST

(1) REPEATER: WALKER RIDGE (51)
RX FREQ: 169.8750
TX FREQ: 164.1250 (167.9)

(2) REPEATER: BASIN BUTTE (49)
RX FREQ: 169.8750
TX FREQ: 164.1250 (146.2)

MANAGER: 208-879-4101

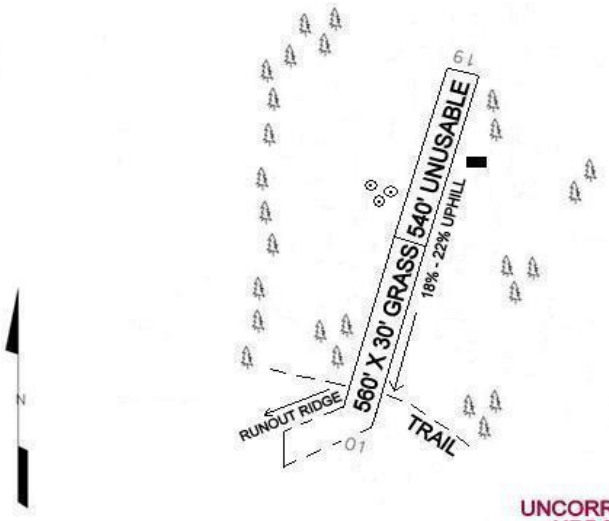
REMARKS: NORMALLY LAND RWY 21, TAKEOFF RWY 03. RUNWAY THRESHOLD MAY BE UNDEFINED. CAUTION: DEEP ELK WALLOW LOCATED ADJACENT TO NE END OF RWY 21. RUNWAY ELEVATION RISES TO THE SOUTHWEST. SPECIAL CONSIDERATION SHOULD BE GIVEN TO DENSITY ALTITUDE, TURBULENCE AND MOUNTAIN FLYING PROFICIENCY. NO WINTER MAINTENANCE.

MAHONEY CREEK USFS 0U3


MILE HI NO-ID
50 RHI
14 AE
18 A/D
18 RSH
1
19
RWY: 1/19
LENGTH: 560' X 30'
ELEVATION: 5831'

MILE HI — NO-ID

LAT: 45 09.08' LONG: 114 59.54'



UNCORROBORATED AIRPORT DATA
USE AT OWN RISK

ELEVATION: 5831'

CTAF 122.9

LOCATION: 48 NM NE OF MCCALL

VOR	FREQ	RAD	NM
LKT	113.5	264	39.4

NAV AIDS:	NO
LIGHTS:	NO
ATTENDED:	NO
FUEL:	NO
FBO:	NO
TIEDOWNS:	NO

FOREST: PAYETTE NATIONAL FOREST

(1) REPEATER: ELK (3)
RX FREQ: 169.900
TX FREQ: 170.550 (131.8)

(2) REPEATER: SHEEPEATER (5)
RX FREQ: 169.900
TX FREQ: 170.550 (156.7)

MANAGER: 208-634-0746 USFS

AIRPORT CAUTION* *NOT MAINTAINED* *USE AT OWN RISK

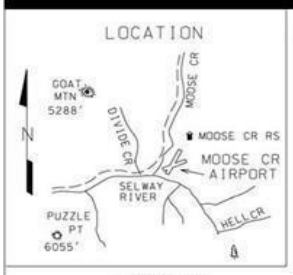
RECOMMENDED LAND RWY 19, DEPART RWY 1. FIRST 540' OF RUNWAY UNUSEABLE FOR LANDING. 18% TO 22% UPSLOPE ON USEABLE END OF RWY. *CAUTION* ON TAKEOFF THE RUNWAY IS NOT FULLY VISIBLE. CAREFUL ALIGNEMENT IS CRITICAL. THIS STRIP IS SUITABLE FOR SUPER CUB TYPE AIRCRAFT. RUNWAY SURFACE CONDITIONS SUBJECT TO ONGOING DETERIORATION. SPECIAL CONSIDERATION SHOULD BE GIVEN TO DENSITY ALTITUDE, TURBULENCE, AND MOUNTAIN FLYING PROFICIENCY.

MILE HI — NO-ID


MOOSE CREEK 1U1
24 RHI
06 AE
18 A/D
00 RSH
19
22
4
1
RWY: 1/19
LENGTH: 4100' X 250'
RWY: 4/22
LENGTH: 2300' X 200'
ELEVATION: 2454'

MOOSE CREEK USFS 1U1

LAT: 46 07.25' LONG: 114 55.64'



ELEVATION: 2454'

CTAF 122.9

LOCATION: ADJACENT SW OF RANGER STATION			
VOR	FREQ	RAD	NM
MSO	112.8	200	57.5
NAV AIDS:		NO	
LIGHTS:		NO	
ATTENDED:		NO	
FUEL:		NO	
FBO:		NO	
TIEDOWNS:		NO	

FOREST: NEZ PERCE NATIONAL FOREST

(1) REPEATER: SHISSLER (99)
RX FREQ: 168.6750
TX FREQ: 169.950 (156.7)

(2) REPEATER: GARDNER (100)
RX FREQ: 168.6750
TX FREQ: 169.950 (103.5)

MANAGER: 208-983-9571
RWY CONDITIONS: 208-926-4258

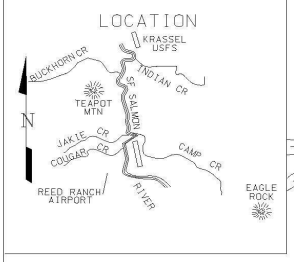
REMARKS: NORMALLY LAND RWY 19, TAKEOFF RWY 01. RUNWAY 01/19 MUDDY IN SPRING. LAND RWY 04, TAKEOFF RWY 22, GO AROUNDS NOT RECOMMENDED. OPEN TO SKI EQUIPPED AIRCRAFT ON SNOW. RUNWAYS SUBJECT TO TEMPORARY CLOSURE. RUNWAYS MAY NOT BE VISIBLE FROM ALL PARTS OF THE TRAFFIC PATTERN. NO LINE OF SIGHT BETWEEN RUNWAY ENDS. WILDLIFE AND STOCK FREQUENTLY ON RUNWAYS. NO WINTER MAINTENANCE.

MOOSE CREEK USFS 1U1


REED RANCH I92
17 RHI
10 AE
07 A/D
00 RSH
34
16
RWY: 16/34
LENGTH: 2070' X 25'
ELEVATION: 4157'

REED RANCH I92

LAT: 44 53.39' LONG: 115 42.48'



ELEVATION: 4157'

CTAF 122.9

LOCATION: 20 MILES EAST OF MCCALL

VOR	FREQ	RAD	NM
DNJ	116.2	51	26.0

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO
SERVICES: TIEDOWNS, CAMPING, OUTHOUSE, NO POTABLE WATER

FOREST: PAYETTE NATIONAL FOREST

(1) REPEATER: MINERS PEAK (6)
RX FREQ: 169.900
TX FREQ: 170.550 (103.5)

(2) REPEATER: NICK PEAK (2)
RX FREQ: 169.900
TX FREQ: 170.550 (123.0)

MANAGER: 208-334-8775 DIV. OF AERONAUTICS

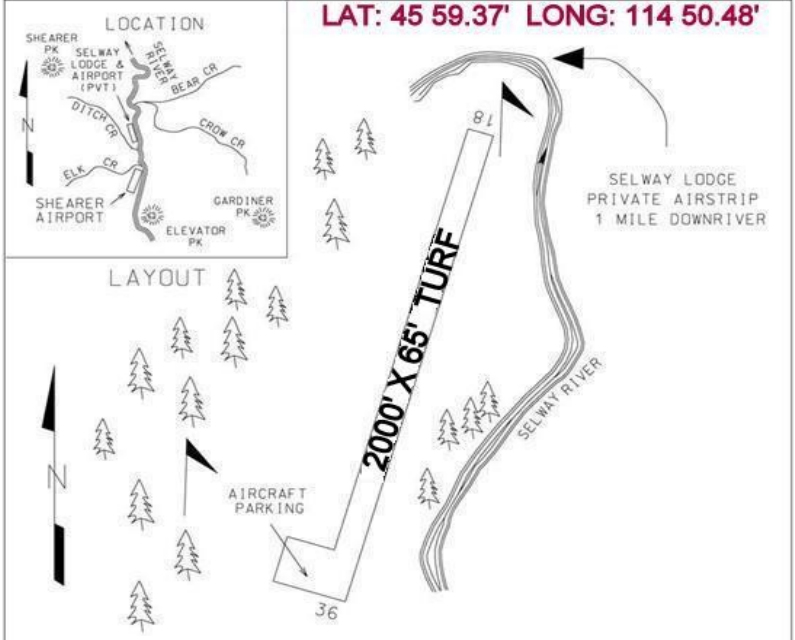
REMARKS: NORMALLY LAND RWY 16, DEPART RWY 34. AIRPORT CLOSED TO NON EMERGENCY OPERATIONS FROM NOV 1 THROUGH APRIL 30. RWY 16-34 EDGES AND THRESHOLD MARKED WITH WHITE ROCK. BE ALERT FOR HELICOPTER AND FIXED WING OPERATIONS AT KRASSEL USFS AIRPORT 6 MILES NORTH. NO LINE OF SIGHT BETWEEN RWY ENDS.

REED RANCH I92


SHEARER 2U5
28 RHI
08 AE
15 A/D
05 RSH
36
18
RWY: 18/36
LENGTH: 2000' X 65'
ELEVATION: 2634'

SHEARER USFS 2U5

LAT: 45 59.37' LONG: 114 50.48'



ELEVATION: 2634'

CTAF 122.9

LOCATION: ADJACENT S OF RANGER STATION

VOR	FREQ	RAD	NM
MSO	112.8	192	54.5

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO
TIEDOWNS: NO

FOREST: NEZ PERCE NATIONAL FOREST

(1) REPEATER: SHISSLER (99)
RX FREQ: 168.6750
TX FREQ: 169.950 (156.7)

(2) REPEATER: GARDNER (100)
RX FREQ: 168.6750
TX FREQ: 169.950 (103.5)

MANAGER: 208-983-4060

REMARKS: LAND RWY 18, TAKEOFF RWY 36. RUNWAY MAY NOT BE VISIBLE FROM ALL PARTS OF THE TRAFFIC PATTERN. FIRST 300' OF RWY 18 IS VERY ROUGH. STEEP ENCLOSING TERRAIN. RECOMMENDED USE ONLY BY MOUNTAIN PROFICIENT PILOTS. RUNWAY THRESHOLD MAY BE UNDEFINED. SELWAY LODGE PRIVATE AIRSTRIP LOCATED 1 MILE DOWNSTREAM (NORTH)

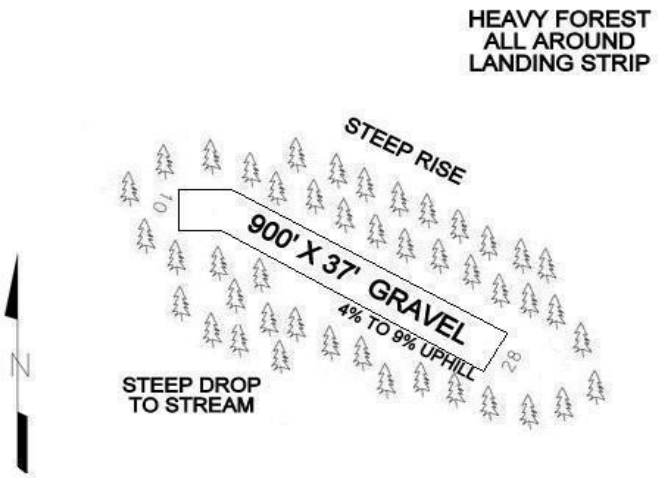
SHEARER USFS 2U5


SIMONDS NO-ID
37 RHI
13 AE
14 A/D
10 RSH
10
28
RWY: 10/28
LENGTH: 900' X 37'
ELEVATION: 5243'

SIMONDS NO-ID

UNCORROBORATED AIRPORT DATA
USE AT OWN RISK

LAT: 45 04.50' LONG: 115 07.23'



ELEVATION: 5243'

CTAF 122.9

LOCATION: 42 MILES NE OF MCCALL

VOR	FREQ	RAD	NM
LKT	113.5	257	44.2

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO
TIEDOWNS: NO

FOREST: PAYETTE NATIONAL FOREST

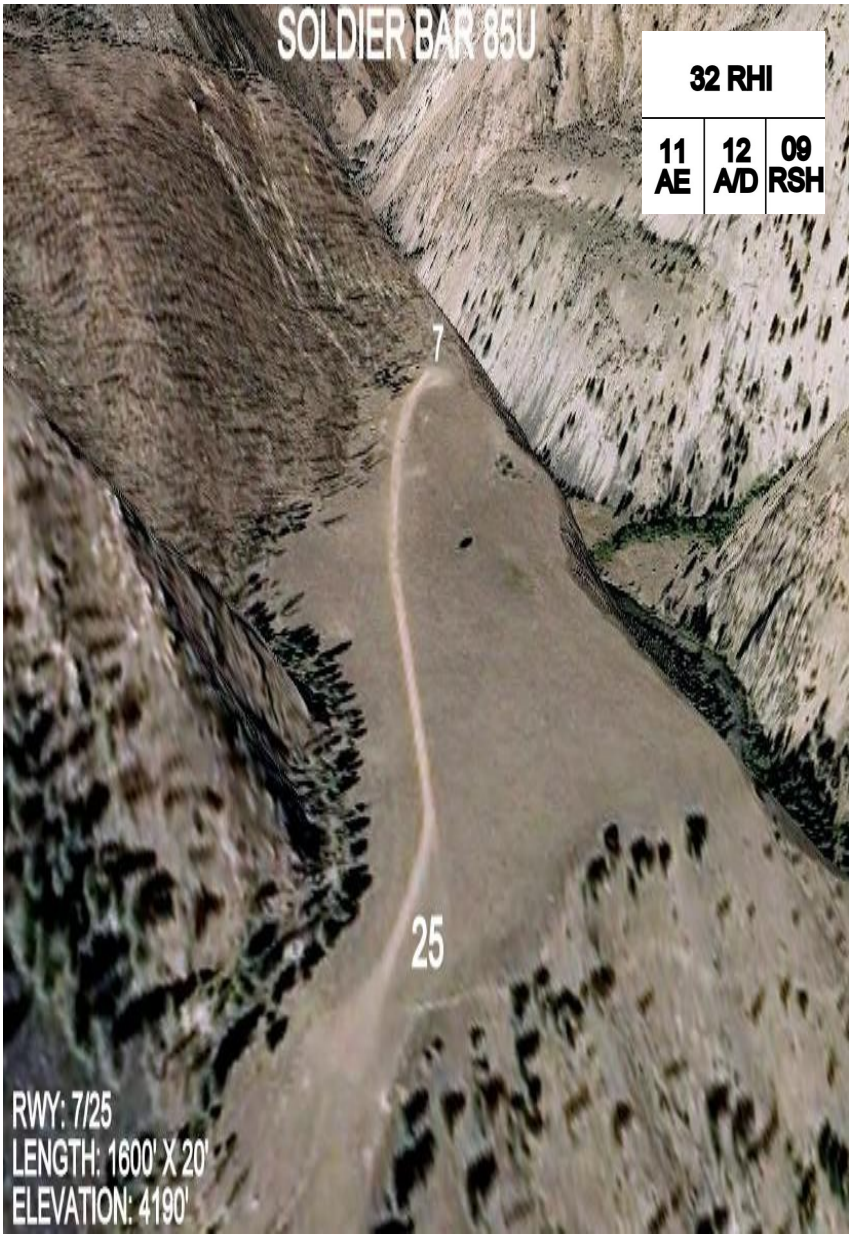
(1) REPEATER: ELK (3)
RX FREQ: 169.900
TX FREQ: 170.550 (131.8)

(2) REPEATER: SHEEPEATER (5)
RX FREQ: 169.900
TX FREQ: 170.550 (156.7)

MANAGER: 209-634-0746 USFS

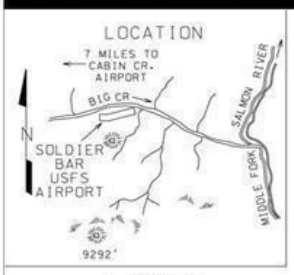
AIRPORT CAUTION *NOT MAINTAINED* *USE AT YOUR OWN RISK*
HAZARDOUS, NO FACILITIES WITH EXTREMELY HAZARDOUS CONDITIONS DUE TO LOCATION OR CONFIGURATION, AND REQUIRES SPECIAL SKILLS OR EQUIPMENT BEYOND THE NORMAL ANTICIPATED FOR GENERAL AVIATION AND USE IS DISCOURAGED.

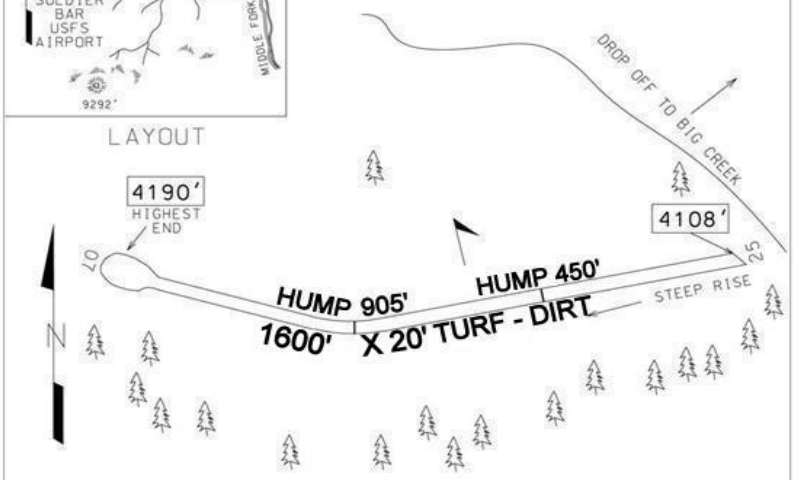
SIMONDS NO-ID


SOLDIER BAR 85U
32 RHI
11 AE
12 A/D
09 RSH
7
25
RWY: 7/25
LENGTH: 1600' X 20'
ELEVATION: 4190'

SOLDIER BAR USFS 85U

LAT: 45 05.99' LONG: 114 48.06'





ELEVATION: 4190'

CTAF 122.9

LOCATION: BIG CREEK DRAINAGE			
VOR	FREQ	RAD	NM
LKT	113.5	260	30.5
NAV AIDS:		NO	
LIGHTS:		NO	
ATTENDED:		NO	
FUEL:		NO	
FBO:		NO	
TIEDOWNS:		NO	

FOREST: PAYETTE NATIONAL FOREST

(1) REPEATER: ELK (3)
RX FREQ: 169.900
TX FREQ: 170.550 (131.8)

(2) REPEATER: SHEEPEATER (5)
RX FREQ: 169.900
TX FREQ: 170.550 (156.7)

MANAGER: 208-634-0700

REMARKS: LAND RWY 25, DEPART RWY 07. LANDING OR TAKEOFF WITH UNFAVORABLE WINDS NOT RECOMMENDED. CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDE. RUNWAY MAY NOT BE VISIBLE FROM ALL PARTS OF THE TRAFFIC PATTERN. STEEP ENCLOSING TERRAIN. RECOMMEND USE ONLY BY MOUNTAIN PROFICIENT PILOTS. RUNWAY SURFACE MAY BE ROUGH.

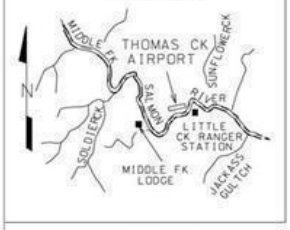
SOLDIER BAR USFS 85U


THOMAS CREEK 2U8
24 RHI
10 AE
12 A/D
02 RSH
03
21
RWY: 03/21
LENGTH: 2100' X 75'
ELEVATION: 4400'

THOMAS CREEK 2U8

LAT: 44 43.58' LONG: 115 00.21'

LOCATION



LAYOUT

ELEVATION: 4400' CTAF 122.9

LOCATION: 31 MILES N OF STANLEY			
VOR	FREQ	RAD	NM
LKT	113.5	229	43.0
NAV AIDS:		NO	
LIGHTS:		NO	
ATTENDED:		NO	
FUEL:		NO	
FBO:		NO	
TIEDOWNS:		NO	
MANAGER: 208-334-8775 STATE OPER.			

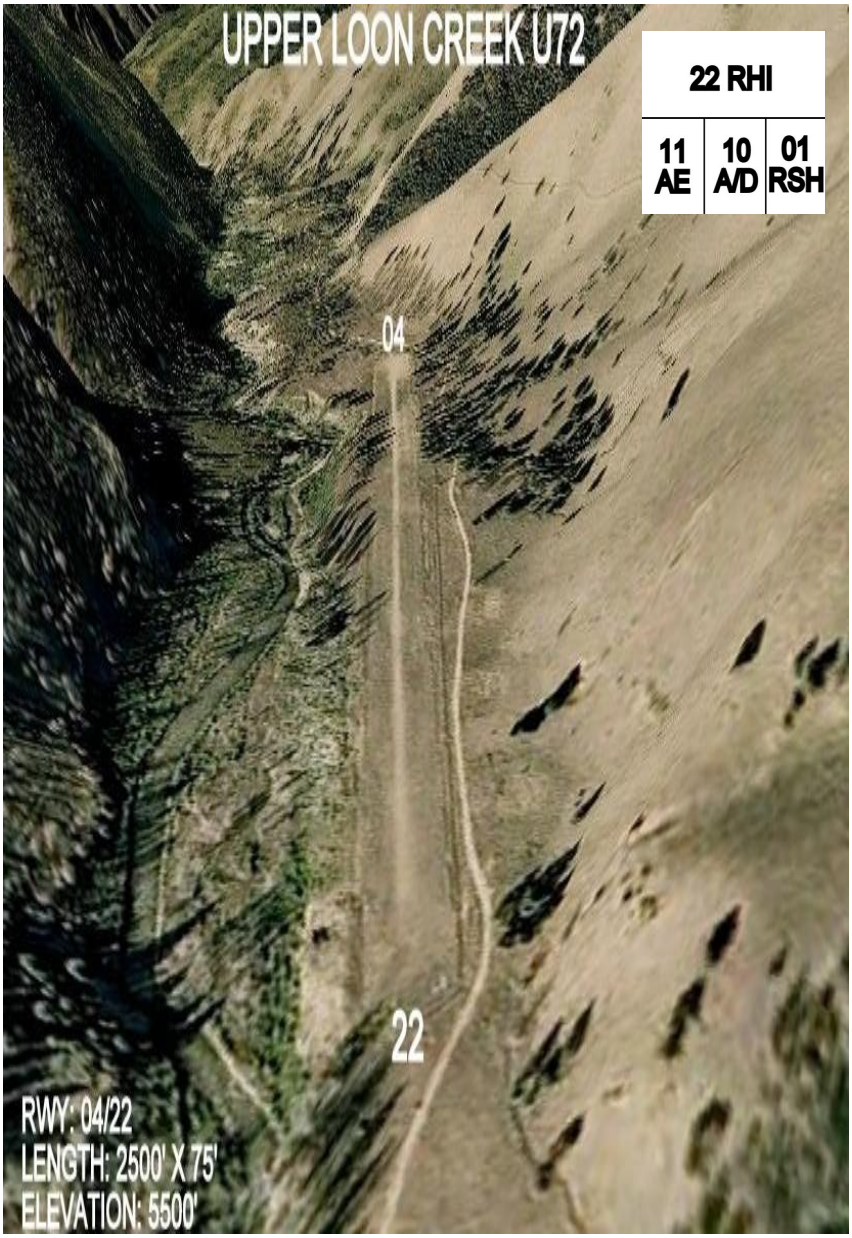
FOREST: SALMON - CHALLIS NATIONAL FOREST

(1) REPEATER: WALKER RIDGE (51)
RX FREQ: 169.8750
TX FREQ: 164.1250 (167.9)

(2) REPEATER: PINYON PEAK (50)
RX FREQ: 169.8750
TX FREQ: 164.1250 (156.7)

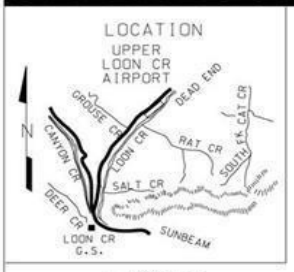
REMARKS: RECOMMEND LAND RWY 21, TAKEOFF RWY 03. STEEP ENCLOSING TERRAIN. BE PREPARED FOR DOWNDRAFTS OVER THE RIVER ON FINAL APPROACH TO RUNWAY 21. WILDLIFE OR STOCK FREQUENTLY ON RUNWAY. NO WINTER MAINTENANCE.

THOMAS CREEK 2U8


UPPER LOON CREEK U72
22 RHI
11 AE
10 A/D
01 RSH
04
22
RWY: 04/22
LENGTH: 2500' X 75'
ELEVATION: 5500'

UPPER LOON CREEK USFS U72

LAT: 44 35.49' LONG: 114 49.39'



ELEVATION: 5500'

CTAF 122.9

LOCATION: 26 MILES W OF CHALLIS

VOR	FREQ	RAD	NM
LKT	113.5	211	40.0

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO
TIEDOWNS: NO

MANAGER: 208-879-4101 STATE OPER.

FOREST: SALMON - CHALLIS NATIONAL FOREST

(1) REPEATER: MIDDLE FORK (54)
RX FREQ: 172.2750
TX FREQ: 164.5000 (110.9)

(2) REPEATER: TWIN PEAKS (52)
RX FREQ: 169.8750
TX FREQ: 164.1250 (103.5)

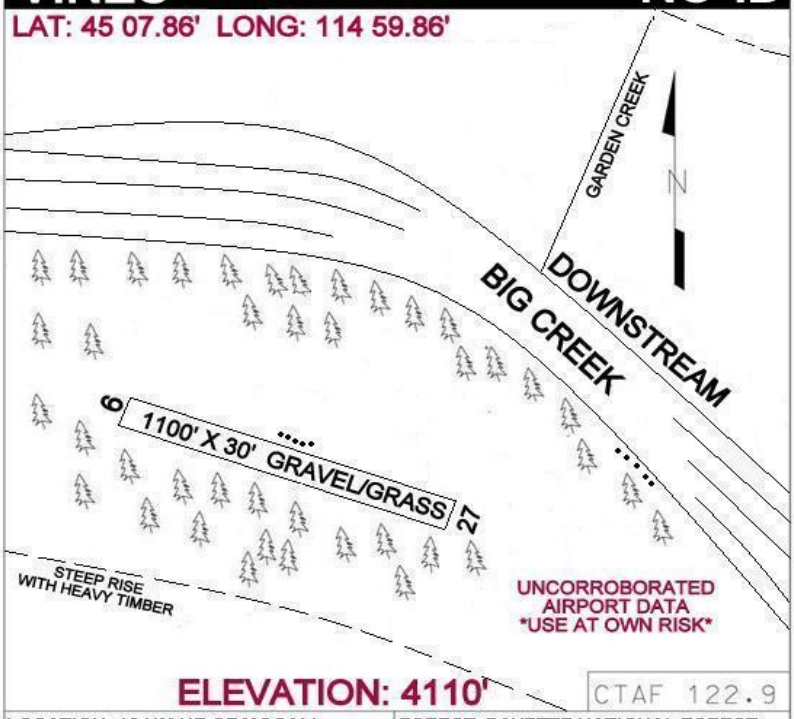
REMARKS: NORMALLY LAND RWY 22, TAKEOFF RWY 04. RWY 04-22 EDGES AND THRESHOLD MARKED WITH WHITE ROCKS. NO WINTER MAINTENANCE. CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDE. STEEP ENCLOSING TERRAIN.

UPPER LOON CREEK USFS U72


VINES NO-ID
36 RHI
11 AE
17 A/D
08 RSH
9
27
RWY: 9/27
LENGTH: 1100' X 30'
ELEVATION: 4110'

VINES — NO-ID

LAT: 45 07.86' LONG: 114 59.86'



ELEVATION: 4110'

CTAF 122.9

LOCATION: 42 NM NE OF MCCALL

VOR	FREQ	RAD	NM
LKT	113.5	262	39.4

NAV AIDS:	NO
LIGHTS:	NO
ATTENDED:	NO
FUEL:	NO
FBO:	NO
TIEDOWNS:	NO

FOREST: PAYETTE NATIONAL FOREST

(1) REPEATER: ELK (3)
RX FREQ: 169.900
TX FREQ: 170.550 (131.8)

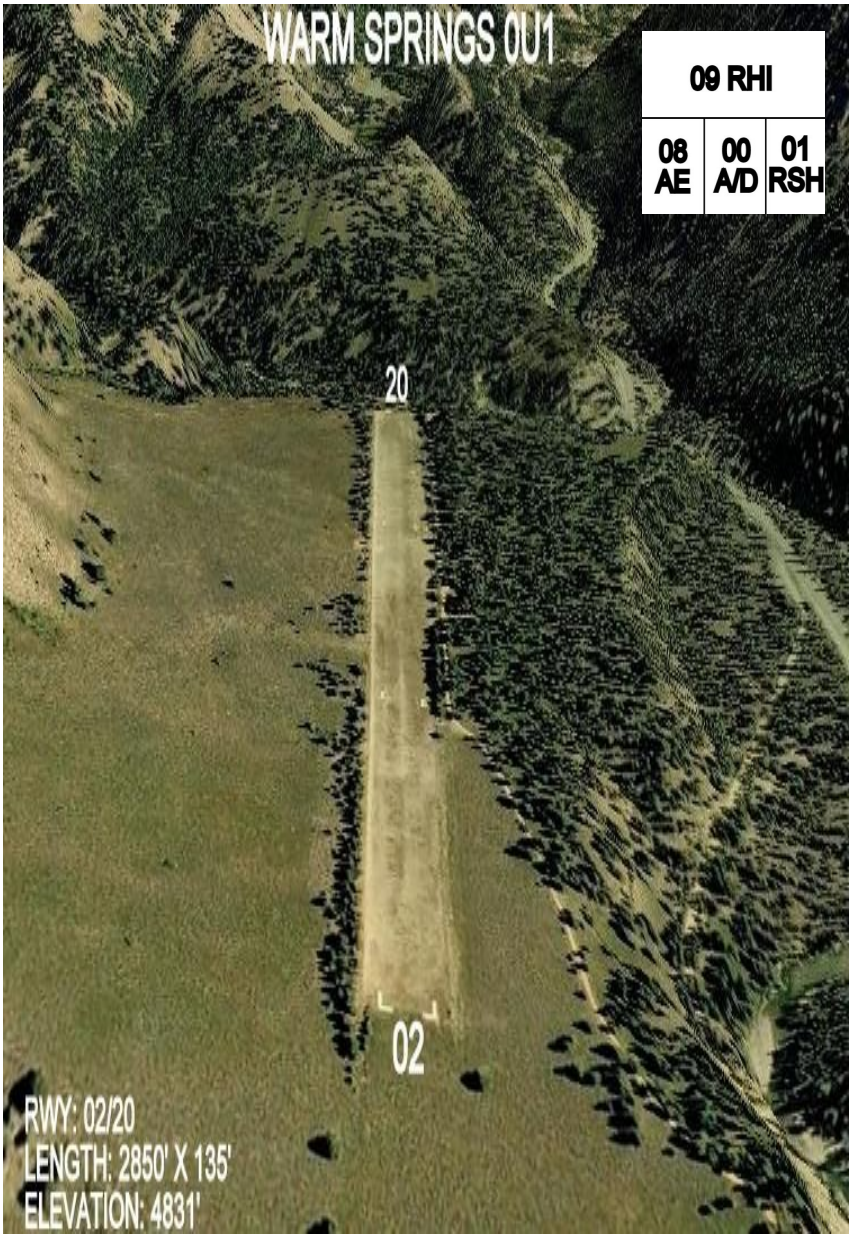
(2) REPEATER: SHEEPEATER (5)
RX FREQ: 169.900
TX FREQ: 170.550 (156.7)

MANAGER: 208-634-0746 USFS

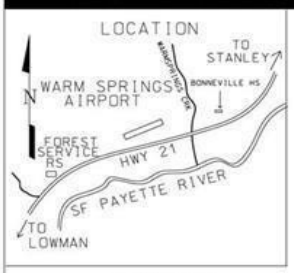
HAZARDOUS *NOT MAINTAINED* *USE AT YOUR OWN RISK*

RECOMMENDED LAND UPSTREAM RWY 27, DEPART DOWNSTREAM RWY 9. ON APPROACH FOLLOW RIVER TO AVOID TREES. *CAUTION* LARGE ROCKS ON EDGE OF RUNWAY. ROUGH RWY SURFACE. MORNING SUN BLINDS PILOTS ON TAKEOFF. USEAGE LIMITED TO HIGHLY EXPERIENCED MOUNTAIN PILOTS.

VINES — NO-ID


WARM SPRINGS 0U1
09 RHI
08 AE
00 A/D
01 RSH
20
02
RWY: 02/20
LENGTH: 2850' X 135'
ELEVATION: 4831'

WARM SPRINGS — WARM SPRINGS CREEK-LOWMAN — 0U1



LAYOUT

LAT: 44 08.53' LONG: 115 18.84'

ELEVATION: 4831' CTAF 122.9

LOCATION: 13 MILES EAST OF LOWMAN

VOR	FREQ	RAD	NM
BOI	113.3	029	53.0

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO
SERVICES: TIEDOWNS & CAMPING

MANAGER: 208-334-8875 STATE OPER.

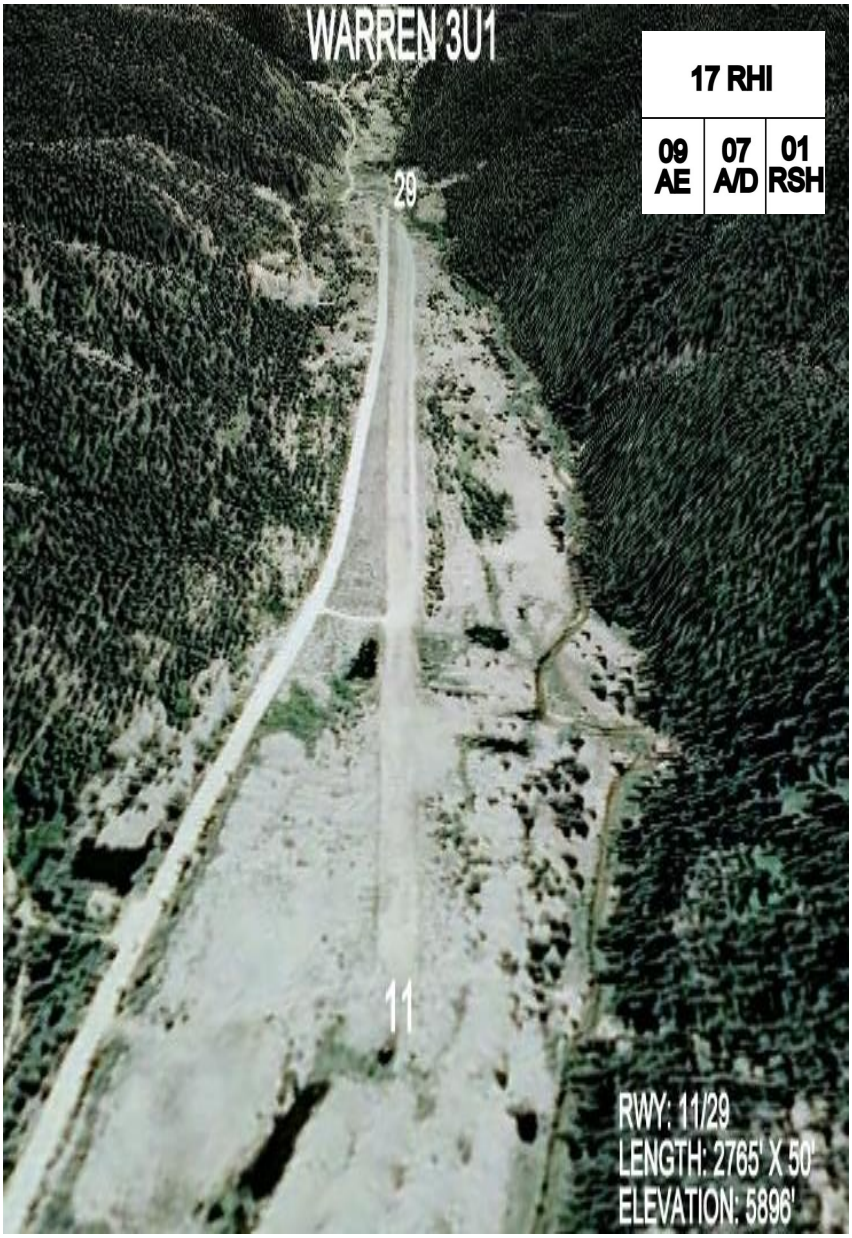
FOREST: BOISE NATIONAL FOREST

(1) REPEATER: WHITEHAWK (28)
RX FREQ: 171.450
TX FREQ: 164.600 (156.7)

(2) REPEATER: SWANHOLM (37)
RX FREQ: 172.200
TX FREQ: 165.4125 (131.8)

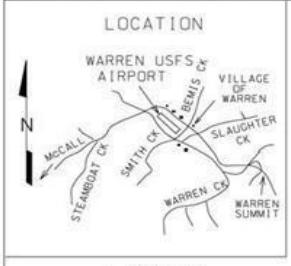
REMARKS: NORMALLY LAND RWY 02, TAKEOFF RWY 20. NO WINTER MAINTENANCE. NO LINE OF SIGHT BETWEEN RUNWAY ENDS. STEEP ENCLOSING TERRAIN.

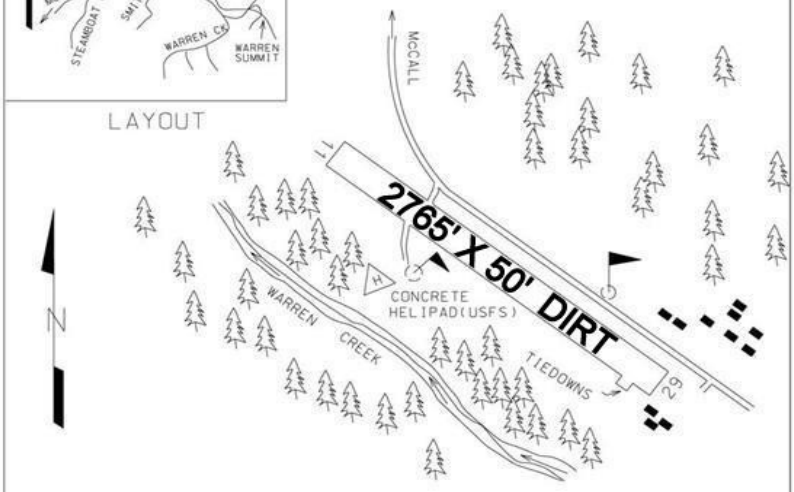
WARM SPRINGS — WARM SPRINGS CREEK-LOWMAN — 0U1


WARREN 3U1
17 RHI
09 AE
07 A/D
01 RSH
29
11
RWY: 11/29
LENGTH: 2765' X 50'
ELEVATION: 5896'

WARREN USFS 3U1

LAT: 45 16.09' LONG: 115 41.01'





ELEVATION: 5896'

CTAF 122.9

LOCATION: ADJACENT NW OF WARREN			
VOR	FREQ	RAD	NM
DNJ	116.2	017	38.0
NAV AIDS:		NO	
LIGHTS:		NO	
ATTENDED:		NO	
FUEL:		NO	
FBO:		NO	
SERVICES: TIEDOWNS, FOOD & LODGING IN TOWN			

FOREST: PAYETTE NATIONAL FOREST

(1) REPEATER: WAR EAGLE (4)
RX FREQ: 169.900
TX FREQ: 170.550 (136.5)

(2) REPEATER: ELK (3)
RX FREQ: 169.900
TX FREQ: 170.550 (131.8)

MANAGER: 208-634-0700
PAYETTE FOREST AIR OFFICER

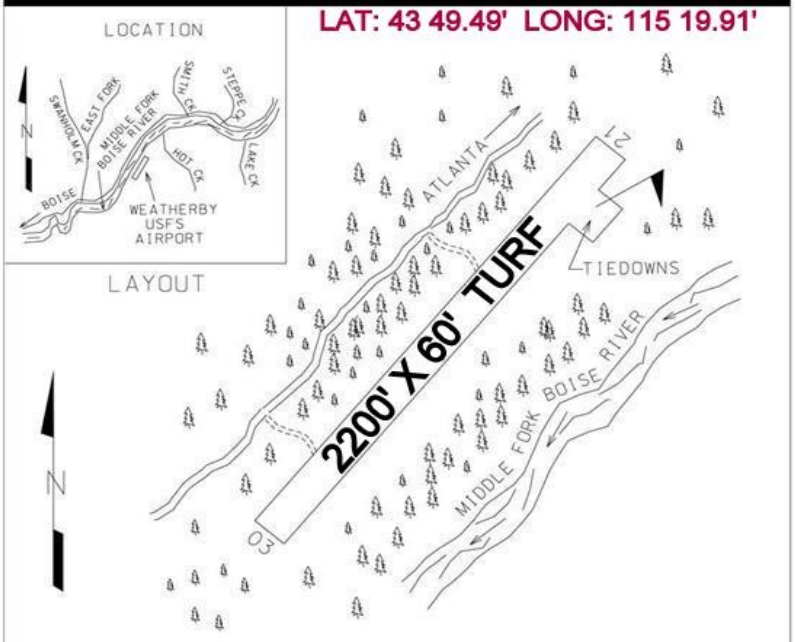
REMARKS: NORMALLY LAND RWY 11, TAKEOFF RWY 29. CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDE. DOWNDRAFTS PREVAIL RWY 11 DURING SUMMER MONTHS. GO AROUND RUNWAY 11 DIFFICULT DUE TO HIGH TERRAIN. NO WINTER MAINTENANCE.

WARREN USFS 3U1


WEATHERBY 52U
20 RHI
10 AE
07 A/D
03 RSH
21
03
RWY: 03/21
LENGTH: 2200' X 60'
ELEVATION: 4494'

WEATHERBY USFS ATLANTA 52U

LAT: 43 49.49' LONG: 115 19.91'



ELEVATION: 4494'

CTAF 122.9

LOCATION: 9 MILES W OF ATLANTA

VOR	FREQ	RAD	NM
BOI	113.3	045	43.0

NAV AIDS:	NO
LIGHTS:	NO
ATTENDED:	NO
FUEL:	NO
FBO:	NO
TIEDOWNS:	YES

FOREST: BOISE NATIONAL FOREST

(1) REPEATER: SWANHOLM (37)
RX FREQ: 172.200
TX FREQ: 165.4125 (131.8)

(2) REPEATER: SUNSET (36)
RX FREQ: 172.200
TX FREQ: 165.4125 (123.0)

MANAGER: 208-384-3386
BOISE NATIONAL FOREST

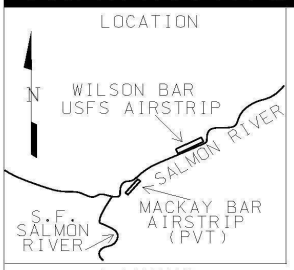
REMARKS: NORMALLY LAND RWY 03, TAKEOFF RWY 21. STEEP ENCLOSING TERRAIN. NO WINTER MAINTENANCE.

WEATHERBY USFS ATLANTA 52U


WILSON BAR C48
27 RHI
09 AE
17 A/D
01 RSH
6
24
RWY: 6/24
LENGTH: 1500' X 50'
ELEVATION: 2250'

WILSON BAR — DIXIE — C48

LAT: 45 23.48' LONG: 115 29.10'



ELEVATION: 2250'

CTAF 122.9

LOCATION: 39 NM NW OF MCCALL

VOR	FREQ	RAD	NM
DNJ	116.2	020	48.0

NAV AIDS: NO
LIGHTS: NO
ATTENDED: NO
FUEL: NO
FBO: NO
TIEDOWNS: NO

MANAGER: USFS AIR OFFICER GRANGEVILLE
208-983-9583

FOREST: NEZ PERCE NATIONAL FOREST

(1) REPEATER: WAR EAGE (4)
RX FREQ: 169.900
TX FREQ: 170.550 (136.5)

(2) REPEATER: ELK (3)
RX FREQ: 169.900
TX FREQ: 170.550 (131.8)

REMARKS: LAND RWY 24, DEPART RWY 6. CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDE. RUNWAY MAY NOT BE VISIBLE FROM ALL PARTS OF THE TRAFFIC PATTERN. STEEP ENCLOSING TERRAIN. RECOMMEND USE ONLY BY MOUNTAIN .PROFICIENT PILOTS. SUBJECT TO DOWNDRAFTS AND TURBULENCE.

WILSON BAR — DIXIE — C48